The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1540.—Vol. XXXV. LONDON, SATURDAY, FEBRUARY 25, 1865. {STAMPED.....SIXPENCE. UNSTAMPED..FIVEPENCE

MR. JAMES CROFTS, SHAREBROKER,
No. 1, FINCH LANE, CORNHILL.
(Established 22 years.)

Holders of mining shares DIFFICULT of SALE in the OPEN MARKET may find purchasers by negociation, through Mr. CROFTS' agency. Also, parties requiring ADVICE how to act as to the DISPOSAL, or ABANDONMENT, of doubtful mining stocks may profitably avail of Mr. CROFTS' long experience on the market in all cases of doubt or difficulty.

SELECT SHARES FOR SALE, AT LOWEST MARKET PRICES:—15 South Darren; 10 East Vor, 36s.; 15 Great North Laxey, £3; 75 Wheal Union; 15 North Basset, 20s.; 40 Crosier Valley and Port Madoc Slate (£3 paid per share) for £79 cash; 100 (£2 paid) Fortune Copper Mining Company of Western Australia (Limited), at 21s. 6d. per share (a splendid investment, see my letter in this Journal); 25 North Treskerby, £2½; 5 Sithney Wheal Metal, £3½; 10 East Russell, £4½; 2 Trelawny, £21¼; 4 Wheal Margaret, £8¾.

SPECULATIVE SHARES AT NOMINAL PRICES:—75 Wheal Hope, 8s. 3d.; 40 Unity (call paid); 100 Prince of Wales, 1s. 9d.; 50 North Robert, 14s.; 35 Sortridge, 2s. 9d.; 50 Hartley, 6s. 6d.; 5 St. Ives Allen, 11s. 6d.

*** BUYER of Devon and Cornwall United and Central Miners.

MR. JAMES LANE, No. 44, THREADNEEDLE STREET, LONDON, E.C.

JAMES LANE has FOR SALE at nett prices:—5 Basset and Grylls; 20 Bryntail, £3½; 50 Crebor, 39s.; 25 Carn Camborne, 25s.; 50 Dale, 10s.; 10 East Lovell, £11¼; 10 East Rosewarne, 55s.; 2 East Basset, £28; 20 East Russell, £4¾; 10 Frank Mills, £6⅞; 20 Great Wheal Busy, £1⅛; 10 Great Wheal Vor; 50 Gothic, 37s. 6d.; 50 Great North Laxey, £3; 5 Great Laxey, £18¾; 20 Hallenbeagle, £3¾; 20 Kelly Bray; 20 Lady Bertha, 9s.; 10 Maudlin, £6¼; 20 North Treskerby, £2⅜; 6 North Basset; 50 North Devon, 32s. 6d.; 50 New Wheal Martha, £1⅜; 25 New South Caradon, 5s.; 50 Pedn-an-drea; 20 South Lovell, £1¾; 20 South Darren, £2¼; 100 Vale of Towy, 2s. 6d.; 100 Silver Mountain, 4s.; 50 Unity, 4s. 6d.

MR. WILLIAM LELEAN (Member of the Mining Exchange), has FOR SALE the FOLLOWING SHARES, at nett prices:—

10 Bedford United, £2 6 3
50 Bedol-Aur, 15s.
25 Camborne Vean, 20s.
5 Clifford Amal., £30¾.
10 Chiverton, £6⅜.
5 Cook's Kitchen, £8⅝.
10 Chiverton Moor, £2¾.
25 Drake Walls, 11s. 9d.
10 East Carn Brea, £5 16 3
55 East Grenville, £3⅜.
25 East Laxey.
20 East Snaefell, £2 2 6
10 East Treskerby, £2.
50 East Providence, 15s.
15 East Russell, £4 3s. 9d.
3 East Basset, £26¼.
5 East Caradon, £14 18 9
5 East Lovell, £10⅝.
15 East Rosewarne, £2 3 9
50 Garlidna, 15s. 6d.
10 Great Laxey, £18¼.
50 Great North Laxey.
85 Grylls Florence, 10s 6d
10 Gonamena, £2 18s. 9d.
5 Great Vor, £34⅞.
10 Great So. Tolgus, 40s.
5 Grambler, £5¼.
5 Great Fortune, £2¼.

100 Great Retallack, 1s.
50 Great South Chiverton.
10 Great Wh. Busy, 24s 6d
50 Kelly Bray, 6s. 3d.
20 Lady Bertha, 6s. 3d.
10 Maudlin.
5 Marke Valley, £4⅞.
20 Nth. Treskerby, £2 3 9
5 Nangiles, £16⅜.
25 New Clifford, 35s.
5 New Rosewarne, £7½.
20 New Wh. Martha, 26s.
10 No. Chiverton, 42s. 6d.
25 North Downs, 4s. 3d.
100 North Robert, 10s.
5 North Roskear, £13¾.
20 North Crofty, £2 3s. 9d
170 North Devon, 22s. 9d.
10 Pendeen, £2.
100 Prince of Wales, 2s. 6d.
2 Providence, £33⅓.
5 Rosewall Hill, 35s.
100 Redmoor, 2s. 6d.
50 Rosewarne Consols, 15s.
25 St. Day United, 15s 6d.
10 Rosewarne Untd., 29s.
15 Hallenbeagle, £3 5s. 9d.
150 Sortridge, 1s.

20 Sithney Metal, £2 18s 9d
30 Snaefell, 17s. 6d.
10 South Basset, £6 10s.
5 South Carn Brea, 10s.
30 So. Condurrow, 44s. 9d.
3 Stray Park, £15.
5 Tincroft, £15.
2 Trelawny, £20⅝.
5 Treseven, £4¼.
50 Treweatha, 2s.
70 Vale of Towy, 2s. 9d.
3 West Chiverton, £64.
15 West Caradon, £6⅝.
10 West Frances, £14½.
15 Wendron Consols, 3s 6d
10 Wentworth, £8¾.
2 Wheal Rose, £28¼.
50 Wheal Ludcott, 5s. 6d.
50 Wh. Unity, 4s., ex call.
10 Wheal Uny, £2 3s. 9d.
10 Wh. Mary Ann, £13¼.
5 Wheal Margaret, £7¼.
50 Wheal Crebor, 37s. 6d.
15 Wheal Edward, 4s. 6d.
25 Wh. Grenville, £2 16 3
20 Wheal Grylls, £2.
50 Wheal Hope, 10s.
50 Wheal Harriett, 5s.

Mr. LELEAN BUYS and SELLS all descriptions of ENGLISH and FOREIGN STOCKS and SHARES, INSPECTS MINES, and TRANSACTS all the usual BUSINESS of a STOCK and SHAREDEALER. Parties may rely upon him for sound advice and punctuality in all his engagements.

My Presentation Almanack may be had on application.

I refer my correspondents to my remarks in page 121 of this day's Journal, as also to notice of Maudlin Mines in the Journal of Feb. 11, page 92.

N.B.—SPECIALLY RECOMMENDED, the immediate purchase of Maudlin shares.

I annex the following from the *Mining Journal* of Feb. 4:—

MAUDLIN MINES.—The rich discoveries still continue, and are of the most satisfactory character for the evidences they afford of the great extent of the rich lode of copper ore they discovered seven or eight weeks since. They have not only again cut into this ore in driving the 70 east, after having been interrupted by the gossan, but they have come upon it in cutting in south from the same level west, where it is running back behind the level towards the greenstone. Hence it would appear that the shaft now being sunk is going down right into an immense deposit of unusually rich copper ore, which may be met with at any moment, and which must, when reached, greatly enhance the value of the shares.

Bankers: Messrs. Robarts, Lubbock, and Co.

Offices, 11, Royal Exchange, London, E.C.

MR. HENRY BULLEN, MINE SHAREDEALER,
1, PINNER'S COURT, OLD BROAD STREET, LONDON, E.C.

JAMES HUME, 74, OLD BROAD STREET, LONDON, E.C.,
AND MINING EXCHANGE.

WILLIAM SEWARD,
19, THROGMORTON STREET, LONDON, E.C.

JOHN RISLEY, 32, LOMBARD STREET, LONDON, E.C.
SHARES in MINES BOUGHT and SOLD on commission, at 1¼ per cent., for immediate cash. Bankers: London and Westminster, Lothbury.

MINING SHARES FOR SALE:—

2 E. Basset, £27½.
10 Clifford Amal., £31.
50 Central Mines, 35s.

100 East Grenville, £4.
30 Prosper United, £3 1 3
10 East Caradon, £15.

5 Great Wheal Vor, £35.
20 Wheal Grenville, £3.

SHARES WANTED:—
1 West Tolgus, £60.

50 Gt. No. Downs, £2½.

20 North Treskerby, £2¼.
Wheal Rose, £27½.

February 24, 1865. Apply to Mr. W. MICHELL, 42, Cornhill, London, E.C.

MR. T. ROSEWARNE, 81, OLD BROAD STREET,
LONDON, E.C., is prepared to TRANSACT BUSINESS at close market prices in the leading MINES in DEVON and CORNWALL.

Mr. T. ROSEWARNE, from numerous inspections made by competent agents, is enabled to advise his friends what to buy and sell.

Parties desirous of investing or realising should consult him without delay.

Money advanced on Mining Shares.

February 24, 1865. Bankers: Bank of London.

MR. G. D. SANDY, SHAREDEALER, No. 48, THREADNEEDLE STREET, LONDON, E.C. (Member of the Mining Exchange), has SPECIAL BUSINESS in the following shares:—

Bedol-Aur.
Bottle Hill.
Bryntail.
Bedford United.
Carn Camborne.
Crane.
Chiverton.
Drake Walls.
East Chiverton.
East Laxey.
East Rosewarne.
East Lovell.
East Russell.
East Vor.
East Carn Brea.
East Grenville.
Great Retallack.

Great South Tolgus.
Great Vor.
Great South Chiverton.
Great Laxey.
Hallenbeagle.
Herodsfoot.
Kelly Bray.
Lady Bertha.
New South Caradon.
North Chiverton.
North Devon.
North Shepherds.
North Treskerby.
North Downs.
North Crofty.
Ilogan Consols.
Prince of Wales.

Redmoor.
Stray Park.
Sortridge Consols.
Sithney Metal.
St. Day United.
St. Ives Wheal Allen.
So. Caradon Wh. Hooper.
South Condurrow.
Tremayne.
Tolvadden.
Trelawny.
Wheal Grylls.
Wheal Harriett.
Wheal Hartley.
Wheal Unity.
Wheal Crebor.
Wheal Grenville.

10 British National Life Assurance.

Mr. SANDY can recommend three mines that are certain to have a considerable rise almost immediately. An early application is requested.

A current list of the closest market prices issued daily.

MR. GEORGE BUDGE, No. 4, ROYAL EXCHANGE BUILDINGS, LONDON, E.C. (Established 17 years), has FOR SALE at nett prices:—1 South Caradon; 1 Minera, £291; 100 Welsh Gold, 16s.; 50 East Rosewarne, £2 2s.; 100 Nova Scotia; 20 Quebrada (fully paid), £6¼; 20 Rosewarne United, 35s.; 100 Santa Barbara, 13s.; 100 Dun Mountain, 3s.; 70 Wheal Hartley, 7s. 6d.; 5 Billins, £8; 5 North Roskear, £13; 20 Great Devon and Bedford; 100 Anglo-Brazilian, 7s. 6d.; 5 Frank Mills, £6⅞; 30 New Martha, £1½; 3 Trelawny; 50 Sithney Carnmeal; 50 Reos, 15s.; 40 Frontino and Bolivia, 29s.; 100 Unity; 100 Okel Tor; 50 North Robert; 50 Bronfloyd, £5; 20 Cape Copper; 5 South Basset; 20 Clijah and Wentworth; 50 Dale, 10s. 6d.; 15 North Crofty; 25 North Basset; 10 Bryn Gwiog, £17½; 25 Kelly Bray; 25 South Condurrow, £2½; 40 Lady Bertha; 100 East Seton, 7s. 6d.

BANKERS: Messrs. Glyn, Mills, Currie, and Co.

GREAT NORTH LAXEY (LIMITED).—MR. PETER WATSON strongly recommends this mine to his friends and the public, at the present low price of £3 to £3½.

N.B.—The mine this week has improved.

79, Old Broad-street, London, E.C.

STOCK AND SHAREDEALER.—MR. PETER WATSON,
ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 79, OLD BROAD-STREET, LONDON, E.C.
Twenty years' experience.
(Two in Cornwall and Eighteen in London.)
Bankers: The Union Bank of London, and the Alliance Bank.

Every information can be obtained on personal application, or by letter, as to purchases and sales of Mine, Railway, Bank, and other Shares and Stoks, and the best investment for capital.

From the close proximity of his offices to the Stock Exchange, as well as the Mining Exchange, PETER WATSON is enabled to act with promptitude on all orders entrusted to him, which at all times are carried out with punctuality.

PETER WATSON'S WEEKLY MINING CIRCULAR AND SHARE LIST, published every Friday, price 6d. each copy, forwarded on application. This Circular contains weekly important information with respect to all the principal Dividend and Progressive Mines in Devon and Cornwall. Annual subscription, £1 1s.; single copy, 6d.

79, Old Broad-street, London, E.C.

MR. HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

50 Anglo-Brazilian, 5s. 3d.
100 Bedol-Aur.
2 Bryn Gwiog.
1 Clifford Amal., £31.
5 Cobre.
20 Chiverton, £6 2s. 6d.
5 Clijah & Went., 37s.
20 Crowan Consols (offer wanted).
50 Crosier Valley and Port Madoc, £2.
5 Cwm Erfin, £40.
20 Carn Camborne, 24s.
5 Cook's Kitchen, £8 6 9
20 Drake Walls, 10s. 9d.
100 Don Pedro.
1 East Basset, £27.
5 East Carn Brea.
5 East Russell, £4 3s. 9d.
5 East Lovell, £10½.
10 East Rosewarne.
20 East Grenville, £3 18s.
20 East Laxey.
5 East Caradon, £15⅜.
20 East Grylls.
30 East Abraham.
10 Frank Mills, £6 12s. 6d.
100 Frontino & Bolivia, 28s 3d
5 Grambler, £5⅞.
50 Great Grylls, 4s. 9d.
20 Gt. So. Tolgus, £2.
100 Gt. Northern Copper, 1s. (call paid).
5 Great Wh Vor, £34¾.

30 Great Caradon (an offer wanted).
5 Great Laxey.
50 Great North Laxey.
50 Gt. South Chiverton.
10 Hallenbeagle, £3 3s.
1 Herodsfoot, £35.
20 Hingston Down.
50 Mariquita, 15s.
20 Mineral Bottom, £5.
10 Maudlin.
5 Marke Valley, £5.
1 Nangiles, £17¼.
50 New Birch and Vitifer, £1 17s. 6d.
20 North Basset, 17s. 6d.
10 North Pool, 24s.
50 North Devon.
5 No. Wh. Crofty, £2 3 9
5 New Rosewarne, £7.
10 New Clifford, 25s.
20 North Jane, 16s.
1 North Roskear, £12 18 9
20 North Treskerby.
20 North Chiverton, 41s.
5 New Wendron.
30 New East Birch Tor, £1.
40 Pedn-an-drea, 10s.
1 Providence, £33¼.
50 Port Phillip, £1¼.
20 Quebrada (free), £6¼.
50 Quebrada (£6 10s. paid).
40 Redmoor, 3s.
20 Rosewarne United, £1⅜.
5 Stray Park, £14⅞.

50 Santa Barbara, 14s.
10 So. Car. Hooper, 2s. 6d.
35 St. Day United, 16s.
5 St. John d. Rey, £33¼.
20 South Darren.
20 Snaefell.
30 So. Wh. Leisure.
25 South Lovell, £2 1s.
10 Sithney Metal, £2 16 3
20 So. Condurrow, 2s. 6d.
10 Tincroft, £15¼.
1 Trelawny, £20⅝.
10 Treseven, £5¼.
50 Treweatha, 5s. (call pd.)
20 United Mex., £4 17s 6d
20 Vale of Towy, 2s. 6d.
5 West Chiverton, £64.
20 Wheal Grylls, £1 18s 9d
1 Wheal Seton, £196.
5 West Caradon, £7.
1 West Seton.
2 West Tolgus, £62.
1 West Sharp Tor.
20 Wh. Grenville, £2 17 6.
20 Worthing, 14s. 9d.
20 Wheal Crebor, 39s. 3d.
20 Wh. Ida (offer wanted).
5 Wentworth, £8¼.
20 Wheal Agar, £2.
10 Wheal Curtis.
20 Wheal Uny, £2 7s. 6d.
50 Welsh Gold, 16s. 6d.
50 Yudanamutana.
50 Wheal Unity, 4s.
20 Wheal Union, 11s. 9d.

And is a BUYER of 100 Rosewarne United, 50 North Chiverton, 100 Great North Laxey, 5 Clifford, and 1 Nangiles.

There are several dividend and progressive mines that are now selling at very depressed prices, the shares in which must shortly considerably advance. Mr. HERRON will be happy to forward a carefully-selected list to parties wishing to invest.

Mr. HERRON can strongly recommend, as an unusually safe investment, a certain railway and two joint-stock banks, and will forward particulars upon application.

2, Adam's-court, Old Broad-street, February 24, 1865.

MR. J. B. REYNOLDS, 2, HATTON COURT, THREADNEEDLE STREET, E.C.

GREAT NORTH LAXEY (LIMITED).—BUYER at £3, cash or time. These shares should be bought, as they are likely to have a good rise. Every probability of the mine doing well.—February 24, 1865.

THOMAS HAMILTON (late of Truro), STOCK AND SHAREDEALER, No. 1, CROWN COURT, THREADNEEDLE STREET, LONDON (Member of the Mining Exchange).
Bankers: The Alliance Bank.

HARRIS AND CO., STOCK AND SHAREBROKERS, AND FINANCIAL AGENTS,
15, GEORGE STREET, MANSION HOUSE, LONDON, E.C.

JOSEPH J. REYNOLDS, JUN., 37, OLD BROAD STREET, LONDON, E.C.

Mr. REYNOLDS recommends for immediate purchase shares in Roskearnoweth and East Ellen Mines, being confident that a rise in price equal to cent. per cent. will soon take place. Shares can now be obtained at about £1 per share in each mine.

MR. EDWARD COOKE, MINING SHAREDEALER, 2, CROWN CHAMBERS, THREADNEEDLE STREET, LONDON, E.C. (Member of the Mining Exchange.)

Mr. EDWARD COOKE has removed to the above address, where all communications on matters relating to business will meet with his usual attention.

GREAT NORTH LAXEY (LIMITED).—Mr. EDWARD COOKE having secured a limited number of shares in this mine, will be glad to receive applications.

Feb. 24, 1865. Bankers: Alliance Bank, Lothbury.

MR. C. POWELL, MINE SHAREDEALER, 78, OLD BROAD STREET, LONDON, E.C. (Member of the Mining Exchange.)

Mr. POWELL begs to inform his friends and the public that he TRANSACTS BUSINESS, as BUYER or SELLER of SHARES in MINES, at close nett prices, either for cash or the fortnightly settlement.

Mr. POWELL continues to recommend the Frontino and Bolivia (South American) Gold Mining Company's shares for investment. Present price 26s 3d to 28s 9d (£1 paid). The immense gold-yielding resources of these mines are being rapidly developed under the superintendence of Capt. W. Goyen (late of the St. John del Rey Company's Mines), whose abilities as a practical gold miner are indisputable. The directors (who hold about one-quarter of the shares) are gentlemen of high standing, and the shares generally are well held.

Mr. POWELL is a BUYER or SELLER of these shares, and is prepared to make a close price to parties having business in them, either for cash or the fortnightly settlement.

Feb. 24, 1865. Bankers: City Bank, Finch-lane.

MR. GEORGE BATTERS strongly recommends his friends to buy West Chiverton, Chiverton, Herodsfoot, South Carnadon, Devon Great Consols, Great Wheal Vor, Wentworth Consols, and Sithney Wheal Metal for investment. These shares will pay good interest for money at present quotations.

Advertisements have recently been inserted in the columns of the MINING JOURNAL by dealers who, having sold shares for forward delivery, endeavour to frighten timid holders in order to possess themselves of their shares to fulfil their contracts; this system has been adopted particularly against Great Wheal Vor, West Chiverton, and Chiverton shares, and I caution my friends against parting with their property, or giving credence to the unfounded assertions of interested parties.—76, Old Broad-street, London, E.C.

GEORGE RICE, 5, COWPER'S COURT, BIRCHIN LANE, LONDON, E.C. (23 years' experience), Member of the Mining Exchange, has SPECIAL BUSINESS, as BUYER or SELLER, in the following:—

	Closing quotations.		Closing quotations.
Clifford Amalgamated	£30 –31	Great Devon (Colcharton).	£ ¼– 1 prem
Chiverton	5⅞– 6⅛	Great Wheal Vor	34⅞–34⅞
East Russell	4 – 4¼	Marke Valley	4⅝– 4⅞
East Carn Brea	5⅞– 6⅛	North Treskerby	2 – 2¼
East Caradon	14⅛–15	Wheal Crebor	38s.–40s.
East Wheal Lovell	10⅜–10⅝	Wheal Grenville	2⅛– 2¼
E. Wh. Grenville (call pd.)	3¾– 3⅞	West Chiverton	59 –62

EAST CARADON.—G. RICE deals largely in these shares, and buys and sells at close prices. By operating judiciously a great profit can now be made in these shares. G. RICE can give the best advice.

EAST LOVELL.—G. RICE is well up in the market for these, and is prepared to give sound advice.

GREAT DEVON (COLCHARTON).—G. RICE will sell these shares at fair prices for a month or two on, to those who prefer buying in this mode instead of paying cash down. Price to-day, 10s. to £1 premium.

Money advanced on mining shares.

Feb. 24, 1865. Reference: Bank of London.

VALUABLE DIVIDEND, FORFEITED, AND OTHER SHARES, FOR SALE, BY PUBLIC AUCTION.

MR. T. P. THOMAS is favoured with instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee-house, Change-alley, Cornhill, London, on Thursday, the 9th day of March next, at One o'clock, the FOLLOWING VALUABLE MINING SHARES:—

61 East Gunnislake and South Bedford shares (forfeited for non-payment of calls).
500 Cae Pant Lead Mining Company (Limited), £1 (15s. paid).

70 Long Rake.
115 South Grenville.
8 Tresavean.
50 Wheal Edward.
35 East Carn Brea.
50 Drake Walls.
40 Wheal Grenville.
1 South Frances.
5 West Caradon.
5 Grambler & St. Aubyn.

5 South Basset.
20 Tamar Consols.
5 Clifford Amalgamated.
1 South Tolgus.
5 Cwm Erfin Lead.
1 West Tolgus.
5 West Chiverton.
25 Chiverton.
5 Great Wheal Vor.
10 Sithney Metal.

20 Roskearnoweth.
5 Great Laxey.
25 North Chiverton.
200 Wheal Unity.
10 East Lovell.
25 Great North Laxey.
20 Prince of Wales.
5 Nangiles.
100 East Grenville.

Parties desirous of putting up shares at this sale will please forward their instructions not later than Thursday, the 2d March, in order that they may be advertised in the MINING JOURNAL, and inserted in the catalogue.

For further particulars, application may be made to the auctioneer, 6, New Broad-street, London.

Mr. T. P. THOMAS has instructions to DISPOSE OF a VALUABLE COLLIERY, where the first seem of coal is just cut into, and four beds of ironstone gone through, which is likely to be of very great value, with a very trifling outlay. For sale in consequence of the illness of the proprietor, and will be disposed of in 100 shares of £50 each. Parties disposed to take an interest can have every particular upon application.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHAREDEALER, 37, OLD BROAD STREET, LONDON, E.C.

Mr. THOMAS has in course of preparation a pamphlet relating to mining investment and speculation at the present time, which will shortly be published, price 1s.

MR. FRANCIS G. LANE, No. 2, ROYAL EXCHANGE, LONDON, E.C., has the following SHARES FOR SALE, free of commission:—

10 Bryn Gwiog, £17¼.
25 Caradon Vale, 3s. 6d.
30 Carn Camborne, 25s.
50 Cefn Cilcen, 10s. 3d.
5 Clifford, £30⅝.
20 East Jane, 25s.
50 East Abraham.
20 East Lovell, £10⅝.
20 East Caradon, £15½.
50 East Grenville, £3⅞.
14 East Rosewarne, 43s.
10 East Wh. Vor, 35s. 3d.
2 East Basset, £28.
50 Frontino and Bolivia (Gold), 27s. 6d.

10 Great Laxey, £18¼.
10 Gt. Wh. Vor, £34⅞.
20 Grylls Wheal Florence, 19s.
20 Hingston Down, £3 17s.
50 Lady Bertha, 8s. 9d.
100 Llanberis Slate, 20s 3d
30 Marke Valley, £5¼.
50 New Birch Tor, 38s.
50 New Wh. Martha, 27s.
5 Nangiles, £17.
10 New Rosewarne, £8.
5 North Shepherds, £2¾
50 North Downs, 5s. 6d.

50 No. Treskerby, £2 6s 3d
50 Prince of Wales, 2s 9d.
20 South Darren, 45s.
50 St. Day United, 16s. 9d
25 St. Just United, 25s.
10 Stray Park, £18.
50 Vale of Towy, 2s. 3d.
50 West Wh. Vor, 23s.
40 Wheal Crebor, 38s. 9d.
40 Wheal Grenville, 56s 9d
50 Wheal Harriett, 8s. 9d.
30 West Maria and Fortescue, 39s.
75 Sortridge Consols, 2s.
50 Wheal Hope, 7s. 6d.

BUYER of East Caradons, at £14¾; Dale, 7s. 6d.; 100 Drake Walls, 8s.; and New Wheal Martha, 21s.

Parties of respectability can have transfers registered into their names previous to payment. Bankers: London and County Bank.

GREAT DEVON AND BEDFORD (COLCHARTON), AND GREAT NORTH LAXEY MINE.—Mr. F. G. LANE can give full particulars respecting these two important mines, and is a buyer of the shares in the former at £2⅞, and can dispose of a few shares in the latter at £3 per share nett, if applied for early.

ESTABLISHED TWELVE YEARS.

HENRY GOULD SHARP, 32, POULTRY, LONDON, E.C. (Member of the Mining Exchange),
TRANSACTS BUSINESS in BRITISH and FOREIGN STOCKS and SHARES of EVERY marketable DESCRIPTION, at the CLOSEST NETT PRICES of the day.
Bankers: London and Westminster, Lothbury, E.C.

FOR SALE, EACH NETT:—

3 Mary Ann, £12½.
2 West Caradon, £6½.
2 East Basset, £26½.

10 Gonamena, £2⅞.
5 East Rosewarne, £2⅛.
1 St. Ives Consols, £15.

5 Cook's Kitchen, £8⅛.
5 Kitty (Leiant), £6.
2 Gramb. & St. Aub., £5.

BUYER of Par Consols, North Frances, and North Treskerby.

And holders of other stock are requested to apply to JOHN W. HUTCHINSON, Mining Exchange, Royal Exchange Avenue, E.C.

WILLIAM WARD, 29, THREADNEEDLE STREET, LONDON, E.C.

Mr. WARD is a BUYER of any number of shares in Wheal Caradon. Sellers please state number of shares for sale, and lowest price.

NOTICE TO SHAREHOLDERS.

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Original Correspondence.

TRACTION ENGINES IN MINING OPERATIONS.

SIR,—I think the enclosed correspondence, showing the great value of Traction Engines in Mining Operations may not be uninteresting to your readers. I am aware that, in some cases, locomotives are employed, but Traction Engines would save the expense of laying down rails, and be of more general use at the mine. KINNAIRD.

Rossie Priory, Inchture, N.B., Feb. 18.

Rossie Priory, Inchture, N.B., Feb. 11, 1865.

SIR,—During my inspection of the mining districts in England, as Chairman of the Commission appointed to enquire into the health and safety of the metalliferous miners, I was strongly impressed with the great advantage which the use of traction engines, for the purposes of surface work, would afford to those engaged in working the mines, and expressed myself strongly to this effect to some of the agents. It was, therefore, with no small pleasure that I listened to the valuable information you gave at the Anti-Restrictive Locomotive Meeting, in London, as the result of your last year's experience of the use of a traction engine at a mine in Wales, showing that the work it accomplished exceeded your expectations, both as regards the amount performed and its applicability to works for which you had not contemplated its adaptation. I have not seen a correct report of the statement you made; I hope, therefore, you will excuse my troubling you to give it me in such a form as I can communicate to those engaged in the working of mines, as I would gladly show my appreciation of the kindness I met with while in the prosecution of the enquiry, by imparting to those interested in mines any information which could prove beneficial to them. KINNAIRD.

Mr. George Hadley.

Dorset-place, Dorset-square, London, Feb. 13, 1865.

MY LORD,—In answer to your note of the 11th inst., I beg leave to give you the history and results of the Traction Engine at the Dyfngwm Mine. During the last summer, in consequence of the great drought at our mine, in Montgomeryshire (which is chiefly worked by water-power), we were unable to keep our pumps going, and, consequently, the water increased in our levels underground, and drove our men from their work. The question arose what description of steam-engine we should have, seeing we did not want to continuously work by steam, but only when our water-power failed us. We, therefore, turned our attention to traction engines, as we experienced much inconvenience and heavy expense in taking our lead ore to the railway, and bringing our materials up to the mine—a distance of nine miles, with a rise of 1500 ft., in gradients of 1 in 9, 1 in 7, and, in one instance, certainly a short distance, 1 in 4½; we, therefore, decided upon having one of Messrs. Aveline and Porter's traction engines, with two wagons—the engine 12-horse nominal power. The engine arrived on our mine in October. I accompanied it from Shrewsbury to Machynlleth, passing through a portion of Wales where there is no railway, consequently the horses in that district are entirely unacquainted with steam-engines; but during our journey (two days) we met with no difficulty whatever on the road, though we found horses employed in all sorts of ways on the road. Your lordship asks me to give you the result of our experiment as to the use of traction engines in mining work, as mentioned by me at the meeting on Wednesday last. It was as follows:—We took down from the mine to the railway 6 tons of lead ore, and carried back to the mine 7 tons of coals, at a cost of 38s. 6d., including every expense, engineer, driver (or guide), attendant, turnpikes, &c. To have carried the same by horse-power, as heretofore, would have cost us 9*s.* per ton, or 5*l.* 17*s.*, and our engine accomplished the several gradients successfully. During the last three weeks our engine has been employed in working our pumps, which, in consequence of our water-wheel being frozen, would otherwise have stopped our underground work—so that whilst in other mines in our neighbourhood the underground work has been suspended ours has never ceased. I can, therefore, strongly recommend traction engines for the use of mines, as they can be removed from one shaft to another, where their power may be wanted.

The Right Hon. Lord Kinnaird. GEORGE HADLEY.

ON THE PROBABILITY OF EXTENDED WORKINGS IN THE NORTHERN COAL FIELD.

SIR,—I have read with much attention the letter of "M. E." in the Journal of Feb. 11, and will now, with your approbation, reply to it.

In the first place, he states that "at one of the shafts of Gateshead Park Colliery a bore-hole was put down some years ago, and a seam found believed to be that known as the Beaumont at Blaydon. This seam is supposed to be good coal, is about 3 ft. in thickness, and 26 fms. below the Low Main." The finding of this seam was all in due order, for the same seam is found at Sheriff Hill, at 25 fms. below the Low Main, and 3 feet thick, and it was there called the Harvey seam. This seam I recognise as the Busty seam of Marley Hill, altered, no doubt, in thickness and quality, but still occupying the same relative position in the coal strata. "M. E." says a sinking or boring is required at least 100 fms. below the present main seam to prove the existence of workable seams. It may not, perhaps, be known to him that such a boring was made many years ago; it was made at Backworth Colliery to the depth of 99 fms. 1 ft. below the Low Main seam. Several seams were passed through of thicknesses varying from 5 in. to 2 ft. 9 in. The latter seam lays 83 fms. below the Low Main seam. The next thickest was 1 ft. 3 in., and lay 14 fms. below the last-mentioned. This shows that great uncertainty attends this subject in different parts of the district. Though the neighbourhood of Backworth can scarcely be considered a fair criterion by which to judge of the capabilities of other parts of the coal field, as great dislocations and disturbances exist in the Low Main seam of that and neighbouring collieries.

To return; "M. E." finds serious fault with my section. I willingly acknowledge that it is very imperfect, but, at the same time, it is not purposely so. I hoped it would assist my description better than more words. He casts very serious doubts on the accuracy of my delineation of the seams around Whickham. Now, I mean seriously to tell him that the seams do exist there as delineated on the section. All the seams are thinner at Whickham, a circumstance difficult to account for, but which occurs at many collieries working immediately on the south side of the Heworth Dyke (the dyke is considered by some to be the cause of the deterioration of the seams on the south side of it). They not only lie in a perfectly well-defined position at Whickham, but for nearly ½ mile south and east, and also northward as far as Swalwell. At the bottom of Whickham Bank they are in their usual regular position. Though the upper seams have cropped out, and can be seen in the bank side, the lower ones are found at slight depths. As we approach the Derwent great disturbances by quicksands and dykes take place in the strata. This ground has not been much explored, though the extent of it is not great. It is here that the seams are supposed to lie in the position represented in the section.

He, again, objects to the section of Marley Hill as not being sufficiently accurate, and requests some explanation on this subject. Never having had the pleasure of seeing a correct section of strata at Marley Hill, I got my information on this head from a sinker who was at the sinking of one of the Marley Hill shafts, he being, of all others, the most likely to be correctly informed on this point. He informed me that one seam lay between the Main coal and Busty seams, the thickness being about 18 in., and also that nearly the whole of the stratum above the Busty seam was composed of a strong post.

In my first letter I said "the only coal met with at Marley Hill, between the Main coal and Busty seams, being a thin seam of about 18 in., lying at 11 or 12 fms. below the Main coal, which (the Main coal be it understood) it will be easily seen is identical with the Stone coal, or Low Main, of Whickham; and the 12 in. seam (ought to be 18 in.) of Marley Hill corresponds in position to the Three-quarter seam of Whickham, which is identical with the Low Low Main seam of Montague and Blaydon." I am sorry that this ambiguity, and the error together, has been the cause of misapprehension on the part of "M. E." I trust he will now see this part of the subject more clearly.

As it would unnecessarily swell this letter to give a description of the various seams which constitute this district of coal fields, I will, Sir, with your permission, dilate more fully on this subject next week.

Newcastle, Feb. 23. THOS. RONSON.

THE THAMES EMBANKMENT—SCOTTISH GRANITE FOR PUBLIC BUILDINGS.

SIR,—The embankment of the Thames cannot stop even when the present works are completed. They will so change the aspect of the river, and so increase the convenience of the public on both sides, that it will be only a question of time when they are extended from Chelsea to Gravesend. The unpicturesque and often unpleasant erections which now fringe the edges of the river will be thrust back by the creation of quays upon a uniform plan, so that on both sides relief may be afforded to the streets, and the public enjoy that which belongs to them—the right of walking by the sides of the stream. There is no engineering difficulty that may not be overcome by the same appliances that are being used with such visible effect between Westminster and Hungerford, and the cost will not be more than the public will cheerfully pay when they are satisfied of the enormous conveniences such an extension of the work will afford.

Meanwhile, it is gratifying to observe the progress of the embankment from Westminster to Blackfriars; and it is to be hoped that no unnecessary delay will take place in commencing the work on the southern side of the river. The members for Lambeth and Southwark must, however, urge on the Board of Works, otherwise procrastination, which is the vice of so many public bodies, will deprive the present generation of an improvement to which they have contributed no small sum of money, and for which they have long suffered no slight discomfort.

Meanwhile, the governors of St. Thomas's Hospital—the noblest foundation on the southern side of the metropolis—what are they doing? It has long since been announced that the new hospital is to be erected on the site to the west of Westminster Bridge, just opposite the Houses of Parliament. A better position could not, perhaps, have been selected, and no doubt the contemplated structure will include all the means and appliances for the relief of suffering humanity which professional skill and advanced science can suggest. The internal arrangements will be perfect in their way, and it can hardly be doubted that the taste and skill of the architect will produce an exterior of which London may justly be proud. It is to be hoped that mistakes in the selection of the stone will be avoided. That is a costly lesson on the opposite side of the river, as the first Commissioner of Works can testify, which should not be neglected by the governors of St. Thomas's. I would suggest that the opportunity be taken to build the hospital of granite. Damp and disintegration would be avoided, and there would be no need to resort to vitreous compounds to shelter the stone from the ordinary effects of the climate. And for beauty, no one would think of comparing the pink or red varieties of the Isle of Mull granite with the dirty grey limestone of the Houses of Parliament; whilst the massiveness of the blocks would in themselves constitute no small ornamentation. St. Thomas's Hospital will probably remain for all time on the new site, and granite is the only stone that can safely be relied upon for perpetuity.

A report has been circulated at the West End that the new Civil Service Club has been trying to purchase the Duke of Buccleuch's House, which will form so conspicuous a feature when the northern embankment is completed. It is hardly likely the duke will part with a house so admirably placed, and by this time the club have probably found that they must look out for another site. Disappointed of Montague House, they are still likely to fix their location in the neighbourhood nevertheless, and it has been said they will build upon a certain site, whose gardens will also front the embankment. As in the case of the hospital, they could not do better, if they are going to build, than to build of good bright granite. The palatial structures in Pall Mall speak to all eyes of the splendour which would thereby be secured; while the foundations of the embankment and of Westminster Bridge, which are of granite supplied by the Scottish Granite Company from their Mull quarries, attest the opinion of practical men as to durability.

The perpetual reconstructions that are going on all over London are now so numerous that the public are very seriously inconvenienced in almost every street. It would be a great gain to save even a tithe of this inconvenience, and I submit that public bodies would much facilitate and further this object by selecting the hardest and the most durable stone for their respective buildings. What is good for foundations cannot be otherwise for superstructures. CIVIS.

PROPOSED INTERNATIONAL ASSOCIATION FOR THE DEVELOPMENT OF PRACTICAL KNOWLEDGE.

SIR,—How true it is "that if the light within us be darkness, how great is that darkness." I had hoped that the time had come when a live Moses might have appeared among the multitude, and pointed out a way where all men might have gone forward seeking the truth, and doing their duty. My object in writing this letter is to call men's attention to a simple duty which they owe to themselves and the rising generation. For the last thirty years I have looked upon Science as a kind of physical dispensation, calculated to awaken within mankind a feeling of the deepest gratitude, and arousing new energies for the accomplishment of new work—the spread of knowledge, combined with practical utility. I believe this is the duty and destiny of all generous-hearted men, for I cannot believe it is possible in a country like ours that our countrymen can be doomed to dwell in darkness for ever. The miserable petty efforts now being made to superficially educate the mind of our industrious mining population has convinced me that there is no hope for the miners unless a live man appears upon the stage, and strikes out a new path to arrive at scientific or elementary principles.

It is a question whether the coal and iron masters are not as deep in the mire as our poor miners are in the mud; while the most remarkable circumstance is our obstinate determination to blunder on like physical moles, refusing all light, come from what quarter it may. I sometimes wish St. Paul had preached Knowledge instead of Charity. This must have given us an insight into psychology, ethnology, physiology, and geology, and led us to the important fact that "He that could command fire might make his own terms with mankind." Of one thing we may be assured, that while we persist in refusing to acquire a knowledge of properly applying the materials of the world, and their proper uses, we must ever be hewers of wood, drawers of water, and bearers of burdens; but as time is precious and your space more so, and as I am anxious not to be one seeking the living among the dead, it is important that we now get to business. I, therefore, am anxious to know whether it is probable or possible to establish an International Association, for the spread of knowledge, and practically adopting the vast resources of the world to the welfare of the people; and whether the time has not arrived when the fragments of science, philosophy, chemistry, and mechanics might not be gathered up, condensed, and brought to a focus; and throwing aside the petty jealousies of men and the prejudice of local training, we might carry out and complete an institution worthy of the time in which we live? If this be probable or possible, I should be prepared to solicit, through the Journal, the active and practical co-operation of a few clear-headed, energetic, and high-minded men, capable of investigating a few simple principles, and, if necessary, call together, in May next, a meeting of such gentlemen, for the purpose of submitting a broad outline of what appears to me to be the course to be pursued. You are aware, Mr. Editor, that the mining population of our country raise to the surface at least 100,000,000 tons of coal per annum, and nearly 5,000,000 tons of iron. Now, when we take into consideration the important fact that 5 tons of coal, properly carbonised, and the heat thoroughly absorbed through the simple agencies of generating steam, we produce a power nearly equal to a man's labour for 25 years, for 10 hours per day; with these facts before us, it appears astounding that the mining population and their employers should be struggling with a deadly competitive antagonism that is horrible to contemplate, while they are all quietly waiting, hoping, praying, working, and expecting that some Act of Parliament, or some Hercules, will appear among them, and clear these Augean stables. Now, my experience goes to prove that Heaven helps those who help themselves; and if an association can be formed, in which a few live practical men can unite, I feel certain we have within our power a means of erecting such an institution in this country as cannot fail to be a lasting blessing to mankind.

I have formed more than 50 companies in this country, and carried out their works, and have had an opportunity of fairly judging some of the capabilities of our people for accomplishing definite and practical results; and I feel certain that if we can succeed in establishing an International Elementary, Industrial, Training Institution, carried out on the scale that I propose, we shall have no difficulty in waking up the dry bones of indifference and selfishness which appear to me to be catching hold of the souls of mankind. I believe we are providentially, geographically, geologically, and physically created and constituted for the carrying out of very important works all over the world; it is, therefore, of vital importance that we should have an institution where all men seeking the truth conscientiously should be allowed to enter, and a field where genius, intellect, and labour might unfold the faculties of the human mind, free from the antagonism of ignorance and stupidity, and capable of defining and demonstrating the elementary laws which govern positive philosophy. Such an institution would supersede our present narrow-minded, uncharitable, isolated, and opinated societies; and, as such institution would have the opportunity of commencing on first principles, there would be a field open for conferring endless benefits upon mankind. I have had this matter under consideration for more than twenty years, and have visited 100 of schools; and I contend there is no institution in this country at the present time capable of training the mind of man to be anything beyond becoming a local animal. The universal life of creation appears to me to be scarcely ever contemplated by the mass of mankind; hence the darkness of the population on nearly every subject relative to elementary life. I contend that the important problem of life and motion is solved, and that all the fraternity of men who are praying for Jupiter to come and help them will be disappointed.

I have no wish to push this question to extremes, but I contend we have miserably failed on the subject of elementary training; and, as you know, I have expended a very large sum of money in preparing an outline of a system which appears to me to be necessary to be pursued. Large oaks do not grow in a day, neither can great undertakings be accomplished in a year; but it does fall to the lot of some men to be possessed of capabilities whereby they may be useful in their day and generation, shadowing forth a new light to mankind; then quietly retiring, resting from their labour, and their works follow them, never forgetting that he that is greatest among us must be the servant of all.

AN ALPHONITE.

COLLIERY WORKINGS IN SOUTH WALES.

SIR,—I am somewhat amused at Mr. Shepherd's description of his management of the Cwmneol Colliery Company's (Limited) pit, but it is quite in character with all that able gentleman does and says with reference to such matters, and varies 180° from the truth. Mr. Shepherd, in commencing his letter, reminds me of a once popular song, called "The Strand," which I alter a little to suit Mr. Shepherd's case:—

For the last three weeks I have been a dodging
A railway company that wants a lodging
In the Amman, in the Amman, in the Amman.

The above is the construction I would put on his last three weeks' employment. Mr. Shepherd says—"For the last three weeks I have been too busy to look at the Journal; neither was I aware, until I was told last week when at Aberdare, of the thunders that were rolling so innocently over my devoted head." I have given my opinion of this statement above; and I for one (and I am not alone), believe that Mr. Shepherd wrote the two paragraphs in the Journal complained of. But to Mr. Shepherd's description of his management of Cwmneol Colliery: he runs on thus—"On my examination of the colliery I found the surface railway at the works in the River Amman," &c. This, he afterwards tells us, he "in the short space of four months repaired, and erected three steam-egines, put the slides in the shaft, got the railway out of the river, put the underground work in order, and at the end of that time he was raising on an average 250 tons of coal per day, with only one rope on the pit at work." I think Mr. Shepherd has made a slight mistake here, as I have been looking over the returns of coal sent down the railway from the colliery, and find that 250 tons is more like the quantity raised per week than per day, at the end of four months; and more than that, Mr. Shepherd did not average 250 tons per day during his brief sojourn there as chief. With your permission, Mr. Editor, I will now give a brief sketch of Mr. Shepherd's management of the Cwmneol Colliery. In the first place, he was sent down to inspect and report on the colliery, and on his return to town he gave, I suppose, a very favourable report; he described the thickness of the veins of coal, and the quantities they would yield per acre, and that the coal could be worked at a mere nomical cost—in fact, he said Nature had done so much that there was little or nothing left for man to do. This report, of course, pleased the company, consequently he was appointed to the management. Down came the *would-be great English engineer* to enlighten the dark and benighted Welshmen; a pupil of Stephenson's, and not only so, but possessed of skill and knowledge nearest to the Almighty of any other man upon earth (such are his own words).

Well, in his underground operations he, in the first place, commenced to take away some strong pillars of coal left round the bottom of the pits and the ventilating furnace, and I believe he was, in several instances, remonstrated with by the common workmen, and was told what would be the result of such folly; but, instead of listening to their good advice, he would tell them of the stars, comets, &c., until they were quite convinced he was out of his element. The consequence of this foolish working of the coal was the roof of the mine came down, injuring the sides of the shaft, so much so that it never has been put to rights yet, I believe. When this fall came on, Mr. Shepherd had in the pit a "donkey" instead of a horse, which poor brute was without food for three days, and the working of the colliery brought to a standstill. At that time the overman wished Mr. Shepherd to go down the pit, and see the state of the work—for he seldom went down the pit; well, he descended the pit, to see this great hindrance or obstruction of the pit's working, because, for the roof to fall after the coal was taken away was, to Mr. Shepherd, a phenomenon he could not understand. Such had never before occurred in his experience of mine engineering. However, when he alighted at the bottom of the pit, he commenced a close investigation of the roof, and in the broken parts of which he saw distinctly traces of the late thunderstorm; and upon closer inspection he traced the currents of electricity with a degree of accuracy quite astounding to the overman and others, and hence the cause of the fall of the roof—the taking away of the coal had nothing to do with it! That there had been a thunderstorm the workmen knew, but how it should affect the roof of the mine they did not know, until Mr. Shepherd told them; they, poor men, thought he was there more in his own element, and knew more of thunderstorms than they; however, they adhere to their own opinion, that the taking away of the coal, and not the thunderstorm, was the cause of the roof falling in and ruining the bottom of the pit. It seems, also, that the company did not credit his tale of the thunderstorm, consequently he had to seek fresh quarters, or fall back on his favourite study—the Weather, &c.

What Mr. Shepherd did on the surface was in unison with what he did in the pit; the railway he talks of having *fished* out of the river he attempted to improve, but he only further proved his ignorance of such matters. He had the Amman river arched over for a considerable distance, and not having taken into account the large quantity of water coming down the river after a storm, which any sensible engineer would have done, made the arch so small that the first flood burst and washed away almost the whole, and left the rest in a much more unsightly state than when Mr. Shepherd first takes the credit of having fished out the railway; and the steam-engines Mr. Shepherd erected have all since been pulled down and replaced by better machinery. Perhaps Mr. Shepherd will be kind enough to give (as I wished him in my last letter) the price per ton at which he worked the Cwmneol Colliery. If he has forgotten I can remind him in my next.

I must now reply to Mr. Shepherd's attack on what he is pleased to term the Bedlam Colliery. He says—"Last week I visited this supposed colliery (he does not state his business there), in ignorance of my lashing, which appeared in the Journal. On my return to London I found I had run into this sulky lion's den, and examined his teeth." This, as I before said, varies 180° from the truth; because, before he came up the Amman Valley he talked with my father about the letters in the Journal; and, moreover, as he, with two other gentlemen, were passing across what he says he thought was a ditch, I passed them on my way home. I knew one of the gentlemen, and staid talking with him a short time; and he distinctly mentioned my name in Mr. Shepherd's hearing, who I observed at the time took my dimensions, but said nothing, neither did my acquaintance make him known to me. After these three parties passed me they walked on up the road, and then (as I was afterwards informed) came down to the level and made what enquiries Mr. Shepherd thought proper; but if I did not know this Mr. Shepherd my workmen did, and they were quite amused the next day to tell me the strange and ridiculous questions he put to them, and also the answers they gave him, with which they say he seemed quite content; and from what he has stated to be the thickness of coal—from 18 to 20 inches—I am convinced they gulled him; but why did he not, when he had gone so far, go into the level and look at the coal himself, and not thus be made a fool of by a few mischievous workmen, who so well know the gullability of the individual.

Mr. Shepherd concludes by stating that I must excuse him if he fails to give credence to any further assertions I may make, either in the Journal or elsewhere. Such I can assure Mr. Shepherd I do not expect, because I believe it is contrary to his nature to give credence to the truth, and more particularly so when that truth tells against himself; but Mr. Shepherd is not the only reader of this valuable Journal, and it is for the purpose of exposing his vagaries to the public at large that I write. J. NAYSMITH, Jun.

Bedlwyn Colliery, Aberdare, Feb. 20.

CRENVER AND ABRAHAM.

SIR,—As many of your readers are aware of the existence of these large and extensive mines, perhaps a short account of them will not, therefore, be uninteresting. I left London last week to visit the mines, and cannot speak too highly of the very communicative and obliging manner of the agents, and the civility and politeness of the contractors, and through their kindness I am enabled to give the following particulars:—I first inspected the 80-in. engine, which certainly worked admirably. There was much less noise and shaking than I have found with a little 26-in. or 30-in. engine, notwithstanding the immense volume of water (75,000 gallons) pumped up to the adit by this engine per hour. This induced me to examine the pit-work, which I found to be in admirable order; and without exception, I never before saw such splendid pump-rods, which consisted, I was informed, of timber from Vancouver's Island, so that they must have been brought upwards of sixteen thousand miles to drain the water from these mines: some of them were upwards of 100 ft. long. Singularly enough, whilst I was on the mine, the men were passing through the saw-mills one of these immense pieces, for a rod for the 90-in. engine; this splendid piece was 94 ft. long and 7½ ft. round, and more than 12 tons weight. The 90-in. engine, I learn, will be ready to work in a fortnight, being delayed by the non-arrival of some large iron-work from one of the factories at Hayle. As soon as obtained this part of the mine will also be drained, which will enable the company to set many fresh tribute pitches. Several pitches are already being worked, and quantities of good quality copper ores are being daily raised. The No. 1 30-in. steam-whim and capstan is completed, and works well. The No. 2 steam-whim and capstan are ready to go to work. There are no less than seven engine-houses erected, all built in a strong and most substantial manner with massive granite. I next proceeded to the steam saw-mill, where there are two large circular saws, which, I was informed, have cut 5000 ft. of timber in one day. Adjoining the saw-mill there were two self-acting slide-lathes, screw and drilling machines, &c., the whole of which are worked by a beautiful little engine of first-class make, and which was exhibited by the makers at the Great Exhibition of 1862. Near these works the contractors have a large boiler-making establishment, where they have already built and completed twenty of their immense boilers. Indeed, the stock of machinery and other plant is far superior to any I have ever seen at any mines in Cornwall, and reminds me very much of the Devon Great Consolidated Mines. I was glad to learn that several of the tributers are likely to do well with their several pitches. I may add, in conclusion, that, taking into consideration the fact of their having only commenced operations in May last, the amount of work done, and the superior manner of its finish, reflect great credit upon the contractors. Seldom, if ever, have I felt so highly pleased with a trip to Cornwall as in this journey to the Crenver and Abraham Mines, and would recommend every adventurer who can to take a similar trip. A SHAREHOLDER.

THE CHRISTOW LEAD DISTRICT.

SIR,—I read with great pleasure in the Journal of the 11th inst. a report of the very satisfactory meeting of Frank Mills; but I cannot help taking exception to one statement made by Mr. A. Murray—that "Frank Mills was a kind of pioneer mine." I think Mr. Murray will admit, on reconsideration of his statement, that Exmouth and Adams is more entitled to that appellation; inasmuch as the latter first showed lead which dipped into Exmouth, and that mine was in work, and paying dividends, for some time previous to the commencement of Frank Mills. The last Wheal Exmouth Company sunk to a depth of 80 fms. below adit (but did not drive that level), making a total of 120 fms. from surface, which is deeper than Frank Mills now is. The lodes in this latter mine are west of the one on which Exmouth and Adams made profits; and although the present productive lode in Frank Mills was seen in the cross-cut adit by the late Wheal Exmouth Company, they only drove a few fathoms on its course; so that, with this exception, this lode stands whole throughout the length and depth of the Exmouth sett. The present proprietors have attained success already, as appears by the agents' report in your last week's Journal, where they state that the tributes vary from 2*l.* 10*s.* to 6*l.* per ton, and they are more than meeting their costs. They have driven south on the Frank Mills lode, and will reach the boundary just over the great rich shoot of lead which has dipped north from that sett into their mine. In addition to which, there are doubtless other shoots of ore to be met with in the driving.

SPECTATOR.

LITERARY NOTICES.

1.—*A Few Words on Slate, Slate Quarries, and Slate Quarry Companies.* By "A Man of Experience." London: Effingham Wilson, Royal Exchange, 1865.

2.—*Slate Quarries as an Investment.* By Mr. JOHN BOWER, D.C.L., Barrister-at-Law, Managing Director of the Snowdon Slate Quarries Company (Limited). London: *Mining Journal* office, Fleet-street.

The above two little treatises come upon the public very much at the same time, and at a time when little is known about Slate Quarries; no doubt they will both be favourably received. The "Man of Experience" we have placed first, because he brought out his "Essay" a little before Dr. Bower's pamphlet appeared. The latter came out in the form of a series of articles, seven in number, which were published weekly in the *Mining Journal*. The first number of the seven appeared in that paper on Dec. 3, 1864, and it is, perhaps, singular that there is such an identity of idea, and almost of expression, between the unknown writer of the essay and the gentleman who attaches his name to the pamphlet; but we do not at all mean to infer that there was any plagiarism in the matter because both express opinions in such common accord. Indeed, the facts upon which both remark in a very similar manner may be the result of inferences which each of two experienced men has drawn for himself. The only inevitable conclusion to be drawn is that the one writes under a *nom de plume*, and that the other gives the public the benefit of his name.

"The Essay" seems to be a compound of much practical knowledge mixed up with much quasi-scientific knowledge, and the two combined seem to indicate a duality rather than a unity of authorship. The quasi-scientific man having, in fact, adopted the information of the practical man, and embodied the practical man's suggestions in his publication. But never mind; the public will be the gainers, by getting much information on a subject in regard to which they have hitherto been in the dark. Dr. Bower's pamphlet, however, which is now published, enters into many more practical details than those contained in the essay of "A Man of Experience," and in that respect appears to us to furnish a complete *vade mecum* to parties thinking of embarking in quarry undertakings. In one respect, indeed, the two authors seem to differ from each other in a material respect—the essayist says you must remove top to a depth of 30 yards before the genuine slate rock is reached, while the pamphleteer asserts that it is reached at a depth of 8 to 10 yards. Both statements may be true, and the only inference to be drawn from such a difference of opinion is that where the genuine rock is absolutely reached at a depth of from 8 to 10 yards that there, *ceteris paribus*, the best quarry is sure to be.

THE ANTIQUITY OF PETROLEUM.—In Egypt petroleum was used for medicinal purposes nearly four thousand years ago, and oil springs are still in existence in that country. In the latter part of the last century two ships' cargoes of the crude oil were transported to England to be sold, but the process of refining not being understood, the traffic was abandoned. Under the name of Sicilian oil, the people of Agrigentum used what is now known as petroleum for purposes of illumination, and in Parma there is a spring of naphtha which the people apply to a like use at the present day. In Asia Minor the oil has been known to exist, and has been used to a limited extent for ages; and in Persia a large quantity has been annually consumed during several hundred years.—*New York Sun.*

Meetings of Mining Companies.

ROSEWARNE CONSOLS MINING COMPANY.

A general meeting of shareholders was held at the London Tavern, Bishopsgate, on Wednesday,—Mr. E. J. WILSON in the chair.

Mr. T. HOLLOW (the purser) read the notice convening the meeting, and the minutes of the last were confirmed.

A statement of accounts for four months, ending with costs for Dec., was submitted, which showed:—

Balance last audit	£	712	19	8	
Ore sold		2090	13	9	
Sundries		84	9	10=	£2888 3 3
Mine cost	£1424	9	11		
Dues, sundries, &c.		138	19	2	
Merchants' bills		477	2	1=	2040 11 2
Leaving credit balance					£ 847 12 1

The report of the agents was read, as follows:—

Feb. 20.—During the past four months the engine-shaft has been sunk from 3 fathoms below the 60 to the 70; at this point we have cut a piat, divided and cased the shaft, and fixed footway, &c. We are now sinking below the 70, by twelve men, at 14*l.* per fm.; it is down about 2 fms. below the level, and in about two months' time we expect it will be to the 80; for the last 2 fms. sinking the lode has improved; it is now producing some good stones of grey and black ore, but at present not to value. The 80, west of Ellen's, has been driven 28 fms. 1 ft.; in this end the lode is split, and the four men are now driving a cross-cut north, at 70s. per fm., to try and cut the north part of it. The 80, east of Ellen's, has been driven 15 fms.; now driving by two men, at 45s. per fm.; lode worth 6*l.* per fm. The 70, east of Ellen's, has been driven 8 fms. 5 ft.; now driving by two men, at 45s. per fm.; lode worth 14*l.* per fathom. The 60, east of Ellen's, on the south lode, has been driven 5 fathoms 2 feet; the same level east, on the north lode, has been driven 4 fms. 2 ft.; this end is suspended, being poor and near the boundary. The 40, east of Ellen's, on the branch, has been driven 2 fms., and the same level east, on the lode, has been driven 6 fms.; these ends are also suspended. The 20, east of Ellen's has been driven 6 fms.; now driving by two men, at 35s. per fm.; lode of a promising character, producing stones of ore; we shall push on the end to cut the [illegible] courses, where we expect to cut the ore gone up in the back of the 30. We have commenced to drive the 70, west of engine-shaft, by two men, at 40s. per fm., to explore the western part of the sett, as we have ground here 30 fms. in height and 150 fm in length not yet laid open. We have put up a rise from the 70 to the 60, 7 fms., and cut plat in the 20, east of Ellen's. The ground laid open for the past four months on cutwork is 101 fms. 4 ft. We have nine pitches, at an average of 7s. 10d. in 1*l.*, working by 31 men. There are 74 men, 1 boy, and 28 girls employed on the mine. In conclusion, we are glad to say that our returns for the past quarter have realised 300*l.* more than we calculated on at the last meeting. We would remark that the mine is 95 fms. deep from surface, and the drawing of the stuff with horses is very expensive; we think a small steam-whim—say, a 20-in. cylinder—would save its cost in two years; we should then be in a position to sink our shafts to any depth that might be required for the next four years.—T. UREN, J. BERRYMAN.

The CHAIRMAN moved that the report of the agents be entered on the minutes, and that the accounts be passed and allowed, and in doing so he felt he had good grounds for congratulating his fellow-shareholders upon the gradually improving position of their property, no less than upon its encouraging financial condition. Having at some length referred to the different points of operation, he drew especial attention to the favourable prospects before them in the sinking of the engine-shaft. Some idea might be formed of the value of their ore from the fact that, notwithstanding the depressed price of copper, Rosewarne Consols had for some months been working at a profit of more than 100*l.* per month. They had commenced the driving of the 70, west of the engine-shaft, where some rich stones of copper ore had been met with; and if, upon further laying open, this should prove to be a rich bunch of ore, they would have above 150 fathoms of ore ground in length, all in virgin ground. He thought the meeting would agree with him that, upon the whole, the general prospects of the mine were of the most encouraging character.—Mr. MARTIN enquired the extent of the sett?—Mr. T. HOLLOW stated that the sett extended for about ¾ mile north and south and ½ mile east and west.

The CHAIRMAN, replying to a question, stated that eight months ago the committee promised the shareholders that the returns would cover the costs, whereas the actual result of their operations during that period had been a profit of 840*l.*, and of course the profit would have been much greater had copper maintained its market value. During that period they had not been taking away all the ore they had been discovering; and should they meet with a good bunch of ore in the engine-shaft, they would make large profits, because the ore from Ellen's shaft was more than paying the whole costs of the mine, which, in the present time, was a great deal to accomplish.

Mr. ABRAHAMS enquired the present depth of the mine?—Mr. T. HOLLOW said that the bottom level was 80 fms. deep. He also mentioned that their engine was capable of taking them to a depth of 250 fms. Crenver and Wheal Abraham, about one mile distant, and in precisely the same strata of ground, was successfully wrought to a depth of 260 fathoms, and a capital of 150,000*l.* had been subscribed to re-work it.

Mr. ORR asked if any reason could be assigned for the depressed market value of the shares?—Mr. T. HOLLOW knew no reason beyond the fact that theirs was not what was known as "a market mine;" but, at the same time, it should be distinctly understood that it did not follow that because shares were advertised at low prices they could be purchased at those quotations. The present nominal price of the shares was less than the value of the machinery upon the mine, in addition to which the reserves in the mine could be fairly estimated at between 3000*l.* and 4000*l.*

Mr. HISCOCK enquired if they were now raising any tin?—Mr. T. HOLLOW replied in the negative, and stated that some time ago the tin alone paid the whole costs of the mine.—The CHAIRMAN said all they had to hope for was that they would meet with a tolerable bunch of ore at the engine-shaft, for then they would make considerable profits. The quality of their ore was shown by the Ticketing List, its average being about 10*l.* 10s. per ton, which was about double the average of the county.

The report was ordered to be entered on the minutes, and the accounts were passed and allowed. The purser was authorised to look out for a suitable steam-whim, and to report the result to the committee.

Mr. ORR thought before the meeting separated the shareholders should express their cordial thanks to the committee for their honorary though efficient services, to their assiduous and able purser (Mr. T. Hollow), and to Capt. Uren, the agent. The shareholders could not but agree with him that they had a most able and diligent executive, and he hoped and believed that their exertions would be rewarded with that success which it most deservedly merited. He concluded by proposing a vote of thanks to that effect.—Mr. ABRAHAMS had great pleasure in seconding the proposition, which was put and carried unanimously.

The CHAIRMAN having thanked the meeting for the compliment, stated that, although the services of the committee were unremunerated, yet shareholders might rest perfectly satisfied that the duties were most vigorously performed both by themselves and Mr. Hollow, seeing that they held about one-third of the mine. He might say that so strongly did the committee believe in the ultimate great success of the mine, that if the whole of the other shareholders were to relinquish their interest the committee would carry on the operations alone.

Mr. T. HOLLOW also thanked the shareholders for their renewed pledge of confidence, and assured them that no effort should be spared on his part to continue to merit it.

A vote of thanks to the Chairman terminated the proceedings.

CAMBRIAN CONSOLIDATED GOLD MINES COMPANY.

The second annual meeting of shareholders was held at the offices of the company, Great St. Helen's, on Feb. 17,—Mr. W. W. FISHER in the chair.

Mr. J. C. GOODMAN (the secretary) read the notice convening the meeting. The reports of the directors and manager (which appeared in last week's Journal) were taken as read.

The CHAIRMAN said, before proceeding to the business of the meeting, he and his colleagues could but express their great regret at the absence of their worthy and respected chairman, Dr. Quin, who unfortunately was confined to his house by a very severe illness. As stated in the report, the directors had not a very successful result to submit to the shareholders relative to the operations of the past year. The directors had endeavoured by every possible means to show the advisability or otherwise of continuing operations in the direction recommended by their manager, Capt. Martin, who, it might be mentioned, was a man of very great experience, gained by a long residence in the different gold producing countries. Some little time ago the directors published a report from Capt. Martin, which referred to the probability of success being met with on the No. 2 lode; at that point, it appeared, not only were the indications all that could be desired, but that upon sinking the ore was found richer than any that had hitherto been found in the mine, which justified Capt. Martin in expressing an opinion that a greater body of ore would be found in the neighbourhood—indeed, to use Capt. Martin's own words, "he thought from the indications they were very near a discovery." But, unfortunately, upon sinking the shaft the water came in so rapidly as to compel the suspension of operations until such time as a communication had been effected, when the works would be free into the river. Mr. Arthur Dean, also a man of considerable experience as a mining engineer, and at present superintending the works at Vigra and Cloquet, had likewise inspected the property, and he entirely accorded with the views of Capt. Martin, that at the No. 2 lode some rich stuff that would pay would be met with as soon as the communication was made, and they were able to resume working. At South Vigra there was a lode known as Lydia lode, upon which some slight works had been carried on. Referring to this, Mr. Arthur Dean spoke most encouragingly, and by confining their operations to the points thus indicated the expenditure would be very much reduced—in fact, according to the calculation made by Capt. Martin, those points could be vigorously developed for a cost not exceeding 150*l.* per month, and that in six months he would be able to judge pretty accurately as to the real practical value of those lodes, hoping and believing that they would produce remunerative results.

A SHAREHOLDER wished to know if the directors were unanimous in recommending the further development of those points?—The CHAIRMAN: Most unanimous. The next point to which he wished to draw attention was a most important one. He need hardly say that during the past year the directors had had their attention directed to everything that was transpiring in the neighbourhood of the company, and Mr. Charles Martin, one of his colleagues upon the board, being very largely interested in the district, knew from his agents those properties most promising in character. Amongst others, one which had been submitted was situated at not a very great distance from the Cambrian, and to which Capt. Martin's attention was drawn some months since, who had not only made several experiments upon the ore which had been broken down from the lode for a distance of something like 14 fms., but had reduced several quantities of that ore, which had yielded an average of from 1 to 2 ozs. per ton. Capt. Martin described this property as being most favourably situated for all mining purposes, and that the lode was in a regular formation of ground, which in Wales was a most important point—indeed, to use Capt. Martin's own words, it was one of the most regular lodes he had ever seen in that country. After due consideration, the directors opened negociations with the proprietor, from whom they obtained the refusal of the property, upon terms which, he thought, the meeting would admit were exceedingly favourable. By an expenditure which would certainly not exceed 1000*l.* the company would not only be put in possession of the property, but they would be able to practically test its merits upon a large scale—say, 50, 60, or 100 tons.

Mr. PHILIPS enquired the distance of this property from the stamps?—The CHAIRMAN said that it would be no doubt desirable ultimately to erect special works upon the property, if it produced the results they most confidently anticipated; but that could be readily done by the removal of some of their present wheels, stamps, &c., that were now out of use, the outlay on which would be but small. As the shareholders would observe, the chief inducement was that by risking a small amount the company would be put into possession of the property, the merits of which they would have the opportunity of testing upon a large scale, and if successful a further moiety of the purchase money would not be required until a dividend of 5 per cent. upon the entire capital of the company had been paid to the shareholders, and the remainder not until a dividend of 10 per cent. had been paid. As he had already said, the directors had given the matter their most mature consideration, and were unanimous in recommending it to the attention of the meeting. The report of Capt. Martin was entitled to a very considerable amount of credit, because he was a practical man, who had had a vast experience in gold mining in different parts of the world; therefore, his opinion was a sound and good one, and hence it was the directors so confidently recommended the property to the shareholders for their adoption. Referring to the financial position of the company, he stated that at the present time there was a balance in hand of 12,547*l.*

Mr. PHILLIPS urged the desirability of reducing the expenses of the London management as much as possible.—The CHAIRMAN said that arrangements had been made by which those expenses would be considerably reduced; for instance, the office rent would for the future be only 25*l.* per year.

Mr. PHILIPS next called attention to the remuneration of the directors.—The CHAIRMAN said that although the directors' remuneration was fixed by the Articles of Association, he did not know that the question would not be considered by the Board.—Mr. PHILIPS should not have referred to the matter had he known the constitution of the company authorised the remuneration.

The CHAIRMAN then moved that the report of the directors should be received and adopted.—Mr. F. W. H. RAMSAY had much pleasure in seconding the proposition, and in doing so reminded the meeting that Capt. Martin was by no means a sanguine man. After a careful perusal of his report, together with that of the directors, he (Mr. Ramsay) fully believed that, if the whole of their recommendations were adopted, the prospects of yet realising some good results were encouraging. Having that opinion, he most heartily seconded the motion for the adoption of the report.

Mr. HARRISON said that while there could be but one opinion as to the further development of the point recommended by Capt. Martin, yet he (Mr. Harrison) should be opposed to the making of any arrangements which would necessitate a call being made.

The CHAIRMAN said there was not the most remote intention of even suggesting a call. The new property to which he had referred could be tested at a very small expense, and if it were found unequal to their anticipations it would, of course, be given up; 1000*l.* would do all that, and he thought he might go so far as to say that if the trials upon a large scale proved equal to their anticipations the sum of about 3000*l.* would bring the whole matter to a successful issue, or, in other words, 2500*l.* or 3000*l.* would pay the whole of the purchase money, as well as the experiments; but certainly not more than 1000*l.* would be expended unless the experiments fully justified them in proceeding.

Mr. HYDE enquired the amount at present in hand?—The CHAIRMAN said at the present time there was in hand 12,547*l.*—Mr. PHILIPS asked if he distinctly understood the Chairman to say that the purchase of the property in question was unquestionably approved of by Capt. Martin?—The CHAIRMAN: Most certainly, but as Capt. Martin was present he could speak for himself.

Mr. HYDE hoped that before a call were made the shareholders would be called together.—The CHAIRMAN said he had already mentioned that the question of a call had not even entered into the minds of the directors, and he would most unhesitatingly pledge the directors that under no circumstances would a call be made without the special sanction of the shareholders. Even should the rate of expenditure be equal to that of the past twelve months, year must elapse before anything like the capital in hand could be expended, but he had already mentioned that the rate of expenditure would henceforth be very materially reduced.

Mr. CROSSIE enquired what quantity of ore from the new property had been reduced to test its average produce of gold?—Capt. MARTIN said that the largest sample tried was 2 cwts. The ore was taken from different parts, and the whole was proved to contain by assay and washing from 1 oz. to 2 ozs. of gold per ton. In reply to further questions, he stated that he most confidently believed the whole of the ore would be found to contain gold in paying quantities.

Mr. HYDE suggested that instead of any further capital being expended the company should be wound-up, and the assets divided among the shareholders.—Mr. PHILIPS was of opinion that no money should be spent except upon those portions of the company's property recommended by Capt. Martin.—Mr. HYDE then proposed an amendment, that the operations at the mine be abandoned, and that the assets be divided among the shareholders, which was seconded by Mr. REDMAN.

Mr. STOKES strongly urged upon the shareholders the desirability of continuing operations until such time as the capital in hand had been expended. They had the distinct assurance of the directors that no call would be made, and having entered upon a speculation he (Mr. Stokes) thought the shareholders were bound to carry it on, at any rate until the capital in hand had been expended.—Mr. RAMSAY thought the shareholders would pursue a very impolitic course if they were not to accept the property recommended, especially as it could be acquired upon such exceptionably favourable terms. The only amount to risk was 1000*l.*, for if their operations were not then successful the property would be relinquished. Shareholders would most certainly be disregarding their own interest if they hesitated for a moment to adopt the recommendation of the directors, who were very largely interested, never having sold a share.—The CHAIRMAN, replying to a question, stated that the monthly cost of proving the points in the company's present property would not exceed 150*l.*

Mr. C. MARTIN (a director), replying to a question, stated that the total cost of testing the merits of the property recommended, upon a scale sufficiently large to justify the directors in proceeding or otherwise, would not exceed 1000*l.* There would be no further payment until that property had produced sufficient profits to pay to the shareholders 5 per cent. upon the entire capital of the company. Should it be found that the quartz upon a large scale yields upwards of 1 oz. of gold per ton the directors would certainly be justified in reducing 100 tons, and if the same yield was obtained from that quantity the directors would be justified in erecting works upon the property. If they were successful it would not cost more than 2000*l.*

After some further discussion, it having been moved and seconded that the report of the directors be received and adopted, it was moved as an amendment thereto by Mr. PHILIPS, seconded by Mr. STOKES, that the report be adopted, with the exception of the paragraph relating to the purchase of the new mine, and the amendment was declared by the CHAIRMAN to be carried; whereupon a poll was demanded in writing by five members, and the CHAIRMAN adjourned the meeting to Friday, March 3, at one o'clock, for taking such poll; the poll to be closed at four o'clock.

A vote of thanks to the Chairman and directors terminated the proceedings.

ENGLISH AND AUSTRALIAN COPPER COMPANY.

The ordinary general meeting of shareholders was held at the London Tavern, on Thursday,—Mr. ROUTH in the chair.

The notice convening the meeting having been read, the report of the directors (which appeared in last week's Journal) was taken as read.

The CHAIRMAN, in moving its adoption, said that when he had the pleasure of addressing the proprietors this time last year copper was at a very different price than at the present time. On the very first day of the year the smelters announced an advance of 5*l.* per ton, making tough cake 108*l.* and best select 111*l.* Simultaneously with copper there was a rise in yellow metal, and on Jan. 15 there was another rise of 5*l.* per ton, thus making prices 113*l.* for tough cake, and 116*l.* for best select. In February the demand rather improved, and for a short time there seemed a better feeling, but soon transactions again became limited, and the anticipations of orders were not realised; and on March 1 there was a fall of 5*l.* per ton, making tough cake 108*l.* and best select 111*l.* On the 9th of the same month (March) a second fall of 5*l.* per ton took place, reducing prices to 103*l.* for tough cake, and 106*l.* for best select. On April 11 the smelters announced a third fall of 5*l.*, making prices 98*l.* for tough cake, and 101*l.* for best select. On June 11 the smelters announced a fourth fall of 5*l.* per ton, making prices 93*l.* for tough cake, and 96*l.* for best select. On June 17 a further fall took place reducing prices to 90*l.* for tough cake, and 93*l.* for best select; and from that period to the end of the year prices have stood between 90*l.* and 93*l.*, the present price being—best select 90*l.*, and Burra Burra 93*l.* He had mentioned those facts to show the very great change that had taken place in the metal market since last year, which he need hardly say had caused very much anxiety to the board. He then proceeded to read extracts from Mr. Hamilton's last report, which were to the effect that large supplies of ore continued to be received at the Port Works from other mines than the Burra Burra to such an extent, indeed, as would probably lead to the necessity of increasing the number of furnaces at the Port Works. But he (the Chairman) was of the opinion that their works were sufficient for all their requirements. As regards the question of limited liability, upon which correspondence had taken place with the Burra Burra Company, who had made some objections to such alteration, the board of the English and Australian Company had stated the terms upon which the limited liability was proposed to be carried out, which would give ample and undoubted security for any sum that could possibly be due from this company to the Burra Burra. He then proceeded to compare the results of the copper mines of England with those of Australia:—"The copper mines of Great Britain as compared with the produce of the South Australian Mines: It appears that 222 English copper mines yielded last year 210,947 tons of ore, and produced 14,247 tons of copper, and 13 Australian mines produced 58,000 tons of ore and 10,590 tons of fine copper, against 14,247 tons for the 222 mines of England." From those facts there could be no doubt Australia would be the greatest copper-producing country of the world. As the mineral resources of the district were developed they saw the great policy—for which the directors had so often been condemned—of erecting smelting works at the port. Their last advices informed them that during the four months from June 30 last there had been received at the Port Works more copper ore than during the preceding 12 months. During the commercial crisis that had lately occurred a large quantity of copper was held, and he was glad to be able to state that at the present moment if a rise should take place in the value of that metal they were in a position to take advantage of it. In conclusion, he could only regret that the directors were unable now to offer the shareholders a second dividend for the year.

Mr. J. R. FREWER, in seconding the motion adopting the report, referred to the falling off in the supply of ore from Burra Burra—having decreased from 16,100 tons in 1861, to 8000 tons in 1864, which, he need not say, was a matter entirely beyond the control of the directors; but, on the other hand, the supply of ore from other mines was gradually and considerably increasing, which was a very hopeful feature, for hitherto one of the greatest difficulties in their undertaking was its dependence upon one source of supply; therefore, it was a subject of great congratulation that during the first four months of the present financial year the quantity of copper ore received had been considerably more than during the whole of the preceding 12 months. He next referred to the gradually diminishing cost in the rate of reduction; and, with regard to the question of limited liability, he stated that, on receiving the further reply of the Burra Company, the board would, in conjunction with the shareholders, consider what further steps should be taken.

Mr. W. S. SUTTON took exception to the item of 193,000*l.* for works placed in the accounts as an asset, a large proportion of which sum was under the head of "patent," for which the present company gave to the old company 60,000*l.*, but which had now all but expired; and again offered himself as shareholders' auditor.

Mr. HICKSON said that, if there were such a large amount of assets as represented, he did not see such a pressing necessity for placing the company under limited liability; but if, on the other hand, there was a contingency to be apprehended from the value of the assets being reduced year by year, the question was, of course, of serious importance. He thought the company should not be placed upon such a speculative basis as to be affected by the fluctuations in the price of copper.

Mr. FREWER explained that the company never speculated in copper; but a large number of mines were worked by a few parties, who if they were unable to sell their ore as soon as it was raised would be compelled to discontinue operations. This the directors looked forward to as one great source of profit. A great portion, however, of the ore received was paid for in copper.—The CHAIRMAN pleaded a bill of indemnity upon the point raised by Mr. Sutton, having replied to it upon previous occasions. With respect to the point raised by Mr. Hickson as to the assets, he (the Chairman) might state that although one portion of their assets might be deteriorating in value, yet the other portions were perfectly good, for during the past year the works their had been maintained in a full state of efficiency, so that there was no wasting away of value. They would not only repay 20s., but 40s., or even 60s. in 1*l.* over any liability. The reason the directors urged the desirability of placing the company under limited liability was not on account of the deterioration in the value of the assets, but because it would have the effect of making the shares more marketable. The property was intact, and gradually increasing in value. Because their profits were increasing, their assets in Australia were now of a greater value than this time last year.

The report was received and adopted, and the retiring directors were re-elected. Upon the question of the re-election of Mr. Viney as auditor, an amendment was proposed nominating Mr. W. S. Sutton, but upon the ballot being taken the majority were in favour of Mr. Viney. A vote of thanks to the Chairman terminated the proceedings.

DUN MOUNTAIN COPPER MINING COMPANY.

An ordinary general meeting of shareholders was held at the London Tavern, on Wednesday,—Mr. DAVID SCLANDERS in the chair.

The notice convening the meeting having been read, the report of the directors was submitted, which stated that the mining captain and staff sent out to Nelson, with a view to ascertain the character and value of the mineral resources of the Dun Mountain property, arrived in New Zealand on July 6. The latest reports from Capt. Joseph Cock state that—"The mining operations on the chrome vein have been continued without interruption during the past month. The driving on the course of the vein had been extended about 7 fms., from which had been taken out about 50 tons of chrome ore. The average width of the vein is about 3 ft., but it is subject to considerable irregularity in thickness, and sometimes almost disappears, rendering calculations doubtful and uncertain. We have probably laid open in the back of the drivage from 300 to 400 tons of ore, that can be taken out and conveyed to the shipping port at a cost not exceeding 30s. per ton. The whole length of drivage into the hill is about 200 ft., and the elevation of the hill over the present end about 80 ft. The orey part of the vein in the present end of the drivage is about 12 ft. high, continuing into the hill; whether this deposit will continue in depth seems doubtful, but at any moment new deposits may be discovered. Several assays have been made of the ore broken during the past month, but I regret to say that the results are not quite satisfactory. It is not first-class chrome." Under these circumstances, and in obedience to instructions to "send home first-class chrome only," he had thought it advisable not to make any shipment by the wool ship that was expected to leave there about the end of next month. The committee at Nelson approve of the course taken. He forwarded a box containing fair average samples of the ore for assay, and the directors would, of course, be the best judges of its value. If this sort of chrome will not pay, he could hold out no hope of making profitable returns from any part of the property. The trial of the limestone may be considered satisfactory. He had succeeded in getting lime of excellent quality, but owing to the dulness of times there building operations had been very much curtailed, and there was at present very little demand for lime. The report of the directors further stated that the mode of arriving at the precise value of a cargo of chrome ore is most uncertain and unsatisfactory, and it is only by grinding up a large quantity that it can be correctly ascertained; but since the commencement of active operations by the Connah's Quay Chemical Company many tons of the ore, heretofore sent home, has been manufactured and tested for quality, and they regretted to find that it has not been well selected; it does not contain that average high percentage of oxide of chrome which they were led to believe, and which is necessary to command a full price in the market. The directors had consequently instructed Capt. Cock not to raise any more ore which did not come up to an improved and definite standard, and the Nelson committee, acting on his opinion, had not thought it desirable to forward any more at present. The directors, until they should have received and analysed the specimens of minerals referred to by Capt. Cock, and until the property had been further examined, would have been glad to have continued the course they had been pursuing for the past six months; at the same time, the present financial position of the company is such that the directors doubt much whether they would have the means to accomplish their wishes; and they propose relying on the forbearance of the debenture holders, whose claims become due in March next, so as to enable them to seek for some mode of dealing with the property by sale, amalgamation, or otherwise, as may appear the most conducive to the interests of all parties concerned.

The CHAIRMAN stated he need hardly say that the board regretted it had been their duty to submit a report of such a discouraging character. As the shareholders were aware, there was on hand a stock of chrome; but, unfortunately, it was of an inferior character to what had been anticipated, and, consequently, it had been difficult to effect sales; hence it would be impossible for the directors to meet the bonds which fell due in March. Under those circumstances, the directors were entirely in the hands of the bondholders, and no doubt upon a subsequent occasion they would have to entertain the question of disposing of the company's property, or perhaps of amalgamating with some other company. He might, however, mention that, although the quality of the chrome on hand had proved inferior to that expected, yet there was reason to suppose that some specimens were coming to this country of a considerable better quality than any that had hitherto been received; but that was all that could be said about it at present. He regretted that their worthy and respected Chairman (Mr. A. Rogers) had been confined to his house by illness; but, although he had been too ill to assist in the preparation of the report just submitted, he had perused and fully approved of it. The Chairman then moved that the report be received and adopted.

A SHAREHOLDER seconded the proposition, and enquired if the directors had anything in view to recommend to the shareholders?

The CHAIRMAN said it would be premature to make any statement relative to what the directors might have to propose. But they had no power in making any arrangement without in the first place submitting it to the proprietors and obtaining their sanction.

Mr. PARKER enquired if the directors could rely upon the report of Capt. Cock?

Mr. HYDE, a director, stated that when the copper falled he was on the other side of the table, and he then proposed that the company should be wound-up, but his proposition did not receive any support. With regard to the question put by Mr. Parker, he (Mr. Hyde) might state that the directors could not have any more information upon that point than was possessed by the shareholders. Although, as stated in the report, the chrome had not proved so valuable as expected, yet there was still the hope that the mode of selecting the ore which had hitherto been adopted had not been a correct one. Taking all the facts of the case into consideration, he still believed that if other parties, with a comparatively small amount of capital, would amalgamate with the present company, that the property could be remuneratively developed, and that there would be something left for the present shareholders and bondholders—in other words, he did not think the concern was in such a discouraging condition as to leave no hope that something would come out of it for those interested. The directors from the commencement had never received any remuneration; but, in addition to that, being large shareholders, they had continually risked their own capital in the hope of bringing about a successful issue. He did not think it was too much to say that the directors of this company had done more than any other set of directors in the City of London; and if any of the shareholders would form themselves into a committee to assist the directors in determining upon the best course to be adopted, nothing would be more satisfactory to the board. He might further mention that Capt. Cock had been sent out to New Zealand in effect at the expense of the bondholders, and that the largest bondholders were the directors themselves.

The SECRETARY, further replying to the question of Mr. Parker, relative to Capt. Cock's report, stated that he had known Capt. Cock for many years to be a man of the highest character, which he had supported under the greatest temptations. One case he might mention, where a large bribe had been held out to him in America to give a certain report. He was proof against that bribe, and wrote a truthful report, condemnatory of the property he had been engaged to inspect. From this, and other antecedents, the directors had felt themselves warranted in entrusting Capt. Cock to furnish them with a truthful report upon this company's property. But the directors had further taken the precaution of making Capt. Cock interested in a pecuniary sense in the success of the company. Before Capt. Cock's departure he had him for three weeks in his laboratory, with the view of showing him the whole of the methods whereby he could judge in a rough way of the commercial value of the chrome, so that there should not be sent home any of an inferior quality.

Mr. WRIGHT enquired if the board were prepared to submit the basis of any arrangement as to the future of the company?—The CHAIRMAN said the directors had nothing to submit at present. As stated in the report, they were relying upon the bondholders to allow time to consider as to the best course to be adopted.

Mr. HYDE said the directors must, of course, cause the bondholders to meet, as the company was entirely in their power.

The motion adopting the report was then put and carried unanimously. The retiring directors, Messrs. A. Rogers and W. Piper, were unanimously re-elected, as were also the retiring auditors.

Mr. PARKER had much pleasure in proposing that, while the shareholders deeply regretted the depressing report of the directors which had been submitted, they still had the most implicit confidence in them, and gave them their most sincere thanks for their past zealous but unremunerated services.—Mr. CAPON, in seconding the proposition, said there could be but one opinion, that the directors had sacrificed considerable time and capital in the hope of bringing about a successful result, for which they were fully entitled to the unanimous thanks of the shareholders.

The motion was put and carried unanimously.

The CHAIRMAN, on behalf of the directors, thanked the shareholders for their renewed expression of confidence, and assured them that as long as there was any hope in the company it should continue to receive the best attention of the board.

A vote of thanks was also passed to the secretary, which was appropriately acknowledged. The usual compliment to the Chairman terminated the proceedings.

HENDRE DDU SLATE AND SLAB QUARRY COMPANY.

The ordinary general meeting of shareholders was held at the Freemason's Tavern, Great Queen-street, on Wednesday,

SIR WILLIAM MILMAN, Bart., in the chair.

Mr. JOHN SPAIN (the secretary) read the notice convening the meeting, and the directors' report and statement of accounts.

Sir Edward Poore, under date Feb. 7, reported that the quarry is now looking better than at any time since he had been in the company's employment. "There are two faces of slate to work on—one on floor No. 7, 40 ft. × 42 ft. deep; the other in the next depth, floor No. 8, 40 ft. × 56 ft. deep. From these two bargains 53 tons of slate were made last month, which quantity ought to increase each month. In my report of Feb. 17, 1864, I stated that the tunnel below No. 8 (No. 9) was in solid granite, and ventured an opinion that there was another slate vein between the two granites, and below the one we are working. This opinion has proved correct. I have driven through it, and am now in the big granite. The vein is 36 yards thick, very free from sulphur, and perfectly solid. There have been 65,247 tons of over-burden removed between Jan. 1, 1864, and Jan. 1, 1865. The steam-engine, saw-tables, and dressing-machine have answered well, and are in good order; as also weighing-machines, roads, &c."

Mr. Francis, under date Feb. 8, reports that there are two veins of slate on the property which are very favourably situated for the opening of the quarry, there being plenty of space and fall for the deposit of waste, and an ample supply of water for working any machinery necessary for sawing and planing slabs, &c. The colour of the slate a light blue, the cleavage all that could be desired, and the quality very good, which is proved by the slates now on the bank, which have been made for a considerable time. The quarry might conveniently be opened into about six galleries; three have already been opened; in the two upper ones the joints are much too numerous, but he is glad to say that they appear to improve in the lower gallery, and much more so after leaving a "post" that runs across, and has interfered very much with the production of slate from this gallery. The level that has been driven from this gallery across the vein proves that the joints are much more regular as a greater depth is gained. He would, therefore, recommend to push on this gallery as fast as possible towards the west, at the same time proceeding with the openings at each end; then if they find the quality of the rock improving, as he anticipates they will, drive another level at a depth of 18 to 20 yards from this, and sink a shaft to meet it, as has already been done in the lower quarry, and so proceed until they have opened as many galleries as the ground will admit of.

The CHAIRMAN observed that the only part of the report which was unsatisfactory was that it was the fourth report without a dividend. The getting rid of the over-burden had been going on as favourable as possible, under the direction of Sir Edward Poore, and operations would now be commenced which would give them a greatly increased working face. In the autumn he (the Chairman) and Col. Clifford paid a visit to the quarry, and were met with a report from Sir Edward Poore, which was not very favourable; in consequence of this, they decided upon obtaining a report from Mr. John Francis, Col. Pennant's manager, that they might know how to deal with the matter. In the meantime, they felt that it was necessary to put everything upon as economic a footing as possible, in order to make their money go as far as possible. He ought to observe that Sir Edward Poore's unfavourable opinion was based entirely upon the granite not having been found precisely as he had expected it; the slate, however, had since

been found under even more favourable conditions than was ever anticipated. At present they were raising only 50 tons of slate per month, which rendered it absolutely necessary to keep down expenses to the lowest point, though when they were obtaining the ordinary yield the expenses per ton would be merely nominal. They declared no dividend at the present time, because they were studious not to divide anything but realised profits; had they regarded the slates ready for sale in their calculations they could no doubt have declared one. They had at present about 500 tons of slate in stock at the quarries, and had sold about 150 tons. They were told by their manager that they could get about 50 tons per month, and Mr. Francis was of opinion that by putting in another gallery the produce of slates would be materially increased. The directors, therefore, thought it best to remain as they were until next year, when, no doubt, a satisfactory dividend will be declared.

The balance-sheet and reports were then approved and adopted; Messrs. T. Truesdale Clarke and Russell Gurney, Q.C., were re-elected directors; Mr. S. J. Cooke was re-appointed auditor, and thanks were voted to Sir Edward Poore for his efficient services during his period of management.

Col. CLIFFORD, M.P., remarked that the Chairman had stated that Sir Edward Poore's only doubt as to the extent of the slates being limited was founded upon the supposed non-continuation of the granite; and upon this point he (Col. Clifford) might observe that when he subsequently went over the quarry with Sir Edward Poore the granite had been discovered, the only difference being that it occurred under more favourable conditions than had been expected. The reason that they were at present raising only 50 tons per month was that the face was limited, but by the proposed gallery this would be remedied.

Mr. ROOPER, in reply to a shareholder, stated that he hoped that before their capital was expended they would be provided with ample funds from the sales of slate.

The CHAIRMAN said that a commencing slate quarry had many unfavourable circumstances to contend against—the fact was, the greater part of the trade was in the hands of three or four, and it was usually an expressed condition in building specifications that (say) Assheton Smith's or Col. Pennant's slates should be used. The directors hoped, however, before long to get the system of selling into proper order, when they would go on satisfactorily.—Mr. ROOPER observed that it had taken twenty years to make Lord Palmerston's quarry pay, and still it was one of the most profitable investments ever made.—The CHAIRMAN stated that, considering the position of the quarry, the directors would gladly give their services during the present year for nothing; and thanks having been voted to Sir William Milman and the directors, for their attention to the affairs of the company, the meeting separated.

GREAT MOELWYN SLATE COMPANY.

The fifth annual general meeting of shareholders was held at the offices of the company, Copthall-court, Throgmorton-street, on Monday,

Mr. OTTLEY in the chair.

Mr. JAMES WRIGHT, C.E. (the secretary), read the notice convening the meeting.

The report of the directors stated that they felt no hesitation in saying that the progress made at the quarry during the last six months (notwithstanding the late inclement weather) has been in every way satisfactory. Systematic slate making has commenced, and through from the nature of the work necessary for developing a slate quarry, situated as is the Great Moelwyn Slate vein, the produce of slate is at first small, though gradually and permanently increasing, yet slates enough have been already produced to convince the directors that the company is in possession of a large slate vein of the best quality. Some slate blocks from the quarry will be produced at the meeting, which will show the quality and value of the slates capable of being made. Twice during the past half-year the quarry has been visited by members of the board, in company with the engineer, and they considered it due to the manager at the works (Mr. Langton) to state that no effort on his part has been wanting to the early and economical development of the quarry, and that a great deal of the eventual success that the directors look forward to will be owing to the skill and perseverance displayed by him. The report concluded by stating that the directors would seek from the special meeting power to sub-let any portion of the company's slate veins, should an opportunity offer for so doing, as they consider that such might be done with benefit to the company, without in any manner interfering with the full development of the present or future working of the company.

The CHAIRMAN moved the adoption of the report, and stated that the directors, as well as the engineer and manager, who were present, would be glad to afford any information shareholders might desire. He might mention, however, that during the past twelve months a long incline had been used for the purpose of connecting the different galleries, and that when, accompanied by the engineer, he visited the quarry, about a month ago, they found that in spite of the weather, the lake being frozen over, the regular working of the turbine was not in any way interfered with, while at all the other quarries the operations were suspended; and had the Great Moelwyn Quarry been dependent upon the same character of water supply as were the other quarries, they likewise would have been compelled to stop by reason of the excessive frost—so much, therefore, for their turbine. He was glad to be in a position to inform the shareholders that their quarry had now commenced slate-making systematically, the whole of the workings forming a regular system, and each successive month's operations would make a sensible difference in the number of the slates made. Upon the whole, since the commencement of the workings there have been made about 130,000 slates, but a large number of those had been used in roofing the buildings upon the quarry. Mr. Langton (the manager) would inform them that even at the present time they were making 600 slates per day, and that in another week they would have another "splitter" at work, but irrespective of that the number of slates made would, probably, be doubled.

Mr. NEWMARCH enquired the value of the slates they would be able to make per month?

The CHAIRMAN said by the end of six months it was hoped they would have the whole of the six chambers at work.

A SHAREHOLDER drew attention to the fact that two years since it was expected that in three months from that time they would be able to break rock, and make 25 tons of slates per day from one portion alone.—The CHAIRMAN said no doubt they had all to regret the fact that a great many disappointments had been met with.

Mr. THORNTHWAITE (a director) said it was extremely difficult to explain to any one not familiar with the manner in which quarries were worked how uncertain any computation was before the slate-rock itself had actually been laid open. When they began to open the south vein, they commenced by ripping off the bed rock, and afterwards had to make a trial tunnel, and then to excavate a great many yards. They, of course, had next to calculate what would be the cost of taking off this rock, and it was found that it would be much more expensive than to open out the north vein upon another system altogether. It was this that had caused the delay in making dividends. In other words, it would have cost more to rip off the bad rock on the south vein than to open the north vein; and the directors had in view the fact that the capital of the company was but limited.

Mr. NEWMARCH asked what results the shareholders could fairly expect in six months from the north vein?—The CHAIRMAN said the directors had been blamed for holding out expectations, and, therefore, he would only state that the slate produced at the Great Moelwyn Quarry was of as fine a quality as any in the district.

Mr. NEWMARCH said he would enquire, then, what the works were producing?—The CHAIRMAN replied that at the present time they were making 600 slates per day, but they were not yet fully come into what was known as "a slant," inasmuch as they were still removing some of the upper inferior rock. They were paying the contractor for any good slate that he can make from the inferior rock he was removing.

Mr. NEWMARCH enquired when it was likely they would be through the refuse rock?

Mr. LANGTON (the manager) replied they were already through it in one of the chambers. There was only a very little more to remove before commencing the making of slates—in fact, it had already been commenced, although not regularly. The whole of the upper chamber was in the inferior rock, although the end was in good slate. When that chamber was completed, which would be done by running 5 to 6 yards, they would, probably, be able to make from 1000 to 1500 slates per day. It was a feature of great importance that the quality of the slate very considerably improved as the depth was increased—therefore, more slates could be made.

Mr. NEWMARCH supposed that in three months hence they would be making 1200 slates per day.—Mr. WRIGHT said that the top chamber really opened out a series of six, so that they might calculate upon 6000 slates per day.

Mr. NEWMARCH wished to know the value of 6000 slates at the quarry?—Mr. LANGTON said the average price at the quarry would be about 4*l.* per 1000.

Mr. NEWMARCH further enquired the expenses of getting that quantity?—Mr. WRIGHT said that the average rate of profit would be about 1*l.* 10*s.* per ton—that is, taking the lowest average—1000 slates would, in the general way, weigh 2¼ tons. They computed that in six months there would be six chambers open, and each chamber would produce 1000 slates per day; taking a fair average, there would be a clear profit of 1*l.* per ton to the company.—Mr. NEWMARCH said that, under those circumstances, the directors would be in a position in six months hence to pay a dividend of something like 6 per cent. upon the capital.—The CHAIRMAN hoped they would be in that position.

A discussion then arose as to the advisability of sub-letting the south vein to other parties, during which Mr. T. C. SMITH stated that he believed the company possessed slate veins of the best quality, and as a great deal of money had been laid out upon the south vein, he had no doubt it would command a good premium; and Mr. WRIGHT said that upon the north vein there was room enough for two or three quarries. It was eventually agreed that the consideration of the question should be deferred.

The CHAIRMAN, replying to a question, stated that a great deal of the success they so confidently looked forward to was attributable to the zeal and ability of their manager, Mr. Langton; and shareholders must be prepared to reward him according to his merits.

Mr. NEWMARCH thought that the remuneration should be upon a sufficient scale to command the best labour; but he would suggest that any future arrangement should be based upon a certain salary, and the remainder a percentage upon the nett profit.

After some further discussion, the report of the directors was adopted.

The retiring directors were re-elected. The balance-sheet and statement of accounts were passed and adopted. The retiring directors were re-elected, and the remuneration of the board fixed. A vote of thanks to the Chairman and directors terminated the proceedings.

LABUAN COAL COMPANY.

A special general meeting of shareholders was held at the offices of the company, Threadneedle-street, yesterday,

Sir J. D. H. ELPHINSTONE, Bart., M.P., in the chair.

The object of the meeting was to lay before the shareholders resolutions providing for the absorption of the company by a new undertaking, entitled "The China Steamship and Labuan Coal Company."

The report of the manager (Mr. E. Sinclair) was as follows:—

A Pits: The guides for the cages have been completed in this shaft, and both the water and coal cages are now running with these appliances. The small portable engine, by Tuxford, sent out by the *Minden*, can raise 4000 gallons of water an hour, and 300 tons of coal in twelve hours' working; the feeders of water do not amount to more than 2000 gallons an hour, so that there is ample power for draining the pit at present. The water-cage lifts 120 gallons at a time, and can be drawn and emptied every minute, which would amount to 7200 gallons an hour if the engine were run at full speed. The chimney-stack is now built, and is a very good piece of masonry.—B Pits: The retaining-wall has been commenced, and very good progress made with it at these pits; the jungle has been cleared, and labourers are now cutting out a level space for the shafts, engine-house, &c.—Nos. 1 and 2 Levels—Big Vein: A communication has been made between these levels; there is now, therefore, the means for perfectly ventilating the workings in the Big Vein in these two levels, as there is an upcast shaft for ventilation in connexion with the workings of No. 2 level. A large tract of coal can be easily worked from these levels, quite independently of coals got from the pits, as all the coal to the rise of No. 1 level is perfectly drained.

The CHAIRMAN said the shareholders had already had an opportunity of reading the prospectus, which sets forth the conditional agreement by which the Labuan Coal Company was to be fused into the China Steamship and Labuan Coal Company, and which agreement the shareholders were now called together to sanction. In consequence of the abnormal state of matters in China, freights being 100 per cent. higher than he had ever known, owing to the ships having been attracted to China for cotton freight, large stocks of coal had accumulated, without the probability of selling at remenerative prices. In July last an agreement was entered into with the China and Japan Steam Navigation Company to take from that date 20,000 tons of coal per annum, at 1*l.* per ton, from the mines. The Steamship Company not having been able at that time to comply with the terms of that contract, the coal raised stood to their debit, gradually accumulating, until there was a stock of more than 10,000 tons. The collieries were now in a position to produce 300 tons per diem, the quality of which, as a steam coal, he was fully justified in stating, according to the certificates of the different vessels that had used it, was by far the best for general purposes. Some time since the directors of this company applied to the shareholders for the capital necessary to construct a railway from the collieries to Victoria, the port of shipment, but the shareholders did not respond to that application to the extent the directors had anticipated. It then became a serious question as to what course should be pursued. At that time certain overtures were made to this company by the said Steamship Company, which, after due consideration, resulted in the adoption of the agreement, which was now submitted to the shareholders for their approval. The opinion of the directors with respect to the value of the property was as favourable now as it ever had been, the only difficulty having been the want of funds to carry their project to maturity; and one great drawback to their operations had been the shipping of the coal in an open roadstead. He saw a gentleman present (Admiral Bethune), who, he believed, was the discoverer of the coal, who knew full well the imperative necessity for this railway, which would be about seven miles in length, from the collieries to the port; and by the fusion to be brought about by the agreement now submitted the necessary capital would be supplied to construct that railway and any other works that might be necessary. From the deep pit, already commenced, with the one now in operation, there would be an ample supply of coal to produce at the rate of 80,000 to 100,000 tons annually for at least ten years. So that the ships of the new company could at all times depend upon being amply supplied with coal, which could be remuneratively sold at prices far below those exported from this country.

The SECRETARY (Mr. Langley) having read the terms of the conditional agreement,

Mr. LE BAILLY expressed his regret that the shareholders of the Labuan Coal Company were compelled from want of capital to adopt the course now proposed, for there could be no doubt as to the great value of their property.

The CHAIRMAN said that the whole difficulty was purely one of capital.

Mr. MILLER, M.P., stated, in reply to a question, that the new ship company contemplated forming a line between Bombay and China.

Mr. THOMPSON MACKENZIE said that the altered state of the trade, the results of which would be overcome by the new company, had been brought about by the American war.

A SHAREHOLDER thought it would have been to the interest of the company had arrangements been made to tide over until the American war was ended.

Mr. THOMPSON MACKENZIE said the directors would have been quite willing to have done so if the shareholders had found the necessary capital. He wished it to be distinctly understood that the Labuan Coal Company was not about to amalgamate with the steamship company, but that out of the two one company was to be constituted. As the directors held a very large interest, he need hardly say that the best arrangements had been made.

Mr. J. H. MACKENZIE (on behalf of the China and Japan Steam Navigation Company) stated that the fusion of the two companies would, no doubt, produce remunerative results; for one company possessed valuable coal fields, from which the requirements of the united companies could be supplied, while the surplus would be transported to the China and Singapore markets by the sailing vessels, which it was one of the objects of the new company to provide.

After some further discussion, the resolution for providing for the absorption of the Labuan Coal Company by the China Steamship and Labuan Coal Company (Limited), was put and carried; nineteen of the shareholders, representing 5574 shares, voting in its favour, against six dissentients, representing 426 shares.

The CHAIRMAN mentioned that, in addition to the number of votes by shareholders present, the directors held proxies representing an additional number of 5056 votes. He further stated that the number of votes required to render the resolutions legally binding was 10,125, whereas the aggregate number of votes in favour of the resolution was 10,630.—Formal resolutions were then passed for the winding-up of the company voluntarily, and appointing the Hon. Francis Charles Drummond the liquidator.

The CHAIRMAN announced that a special meeting would be held on March 14, to confirm the resolutions just passed, as required by the Companies Act.

A vote of thanks to the Chairman and directors terminated the proceedings.

TRUTH'S ECHOES, OR SAYINGS AND DOINGS IN MINING.

The Mining Share Market has not been very animated this week; but, on the aggregate, a fair amount of business appears to have been transacted. There have been numerous enquiries for shares under market prices, which is likely to result in more general business, especially with the improved standard for copper ore.

WEST SETONS appear firm at present prices, and in fair request.—WHEAL SETONS are rather inactive.—CLIFFORDS have changed hands at minimum rates, but show a tendency to improve.—WEST TOLGUS have been sought for at buyers' prices.—GREAT SOUTH TOLGUS have been more freely dealt in, but prices have fluctuated.—EAST CARN BREAS have been in better request, but no improvement in price.—WHEAL BASSETS are enquired for, but few transactions have followed.—EAST BASSETS continue dull, and offered at lower rates.—TINCROFTS have been done at slightly improved figures.—GREAT LAXEYS have been, and continue, in good request; several transactions effected at higher rates.—GREAT NORTH LAXEYS are still in good demand, and many shares have changed hands.—SOUTH DARRENS have been freely sought for at present quotations, and strong buyers at minimum prices.—FRANK MILLS continues firm, and in good request, at lower figures.—DALES are being enquired for at nominal prices.—EAST GRENVILLES have been extensively dealt in at advanced prices, but some fluctuations have followed.—WHEAL GRENVILLES are slightly better, but not much in request.—NORTH TRESKERBYS are in better demand, and prices slightly improved.—NORTH CROFTYS continue dull at quoted prices.—CARN CAMBORNES have been in request at improved rates.—GREAT NORTH DOWNS are sought for at buyers' prices.—HALLENBEAGLES are less active, and but little done.—WHEAL KITTYS (St. Agnes) are weaker, and more freely dealt in.—GREAT BUSYS are very quiet, at nominal figures. WHEAL ROSE have changed hands under quoted prices.—EAST ROSEWARNES have been enquired for at nominal figures.—WEST CHIVERTON, CHIVERTON, and MINERAL BOTTOM have changed hands this week, and in the latter much business has been done.—GREAT WHEAL VORS have been in active demand, and numerous transactions effected at improved rates.—EAST WHEAL LOVELLS receded, in consequence of an unfavourable opinion having been formed of the character of the lode in the 40 fm. level cross-cut, resulting in some temporary falling off in value; they have since improved, and large numbers dealt in for time.—SITHNEY WHEAL METALS have been greatly in demand, and prices advanced, but have since been more freely offered.—ROSEWARNE UNITEDS have been in better request, in consequence of a reported improvement in the mine.—PROSPER UNITEDS have changed hands at fair market prices.—EAST CARADONS have been in good demand, and prices advanced, and continue scarce, with an upward tendency.—MARKE VALLEYS are still in request, but rather scarce at quoted figures.—WEST CARADONS have changed hands.—TRELAWNY and MARY ANN have been and continue in demand, at slightly improved rates.—GREAT DEVON AND BEDFORD (Colcharton) have been in request at higher rates, in consequence of the improved prospects of the mine.—NEW WHEAL MARTHAS are slightly better, and being more sought for.—EAST WHEAL RUSSELLS have receded, and done at minimum quotations.—WHEAL CREBORS have been more in request, and slightly firmer.

EAST CARADON.—There is a very important improvement in the 80 west, on the caunter lode, which is reported worth 30*l.* per fm., whilst the same level east has declined to 8*l.* The new and south lodes are less promising at present. The sale of 438 tons of copper ore on Thursday realised 1822*l.* 18*s.* 6*d.*—MARKE VALLEY monthly sale of 469 tons (computed) brought 1446*l.* 6*s.* 6*d.*

GREAT DEVON AND BEDFORD (Colcharton).—The discovery noticed last week in the 30 west continues to look well, and is worth full 30*l.* per fathom. At present they are desuing the lode, which well probably be continued for a week longer, when the full importance of the discovery will be ascertained. The 40 end west is assuming precisely the same characteristics as the 30, consequently a further improvement may be shortly expected there. All other operations are progressing vigorously.

NORTH DEVON.—The late severe whether has retarded the operations here, as in most other mines, especially in the dressing department, consequently the quantities of ore will of necessity be less for the present. The mine, upon the whole, continues to look well. The winze between the 10 and 20, on the new lode, has communicated the two levels and let down the water, which will enable them to sink and stope on a lode worth from 70*l.* to 80*l.* per fm. All the other places are yielding the usual quantities of silver-lead ore, and after the next sampling their returns are likely to be increased.

WHEAL PAR.—The engine-shaft is down 2 fms. under the 20, and the ground, which has been hitherto very hard, has become more favourable. The 20 end east is in a promising lode, now worth 8*l.* per fm. for tin. The 20 cross-cut has opened a productive south lode, which can be taken away at a low tribute. There are other productive points, as well as operations which are being directed to very important objects, which when completed, with an improved price for tin, will place the mine in a very favourable financial position.

NEW WHEAL MARTHA.—The general prospects of the mine are of a more encouraging character, and several places are represented to have improved. In the 86 they have a large and powerful lode, which, although not fully opened on, presents the most favourable appearances for a very productive lode. The 76 west is also looking more cheering, the horse of killas is wearing out, and likely to disappear altogether in a few feet more driving. The 64 west is looking remarkably well for further improvement; the end is worth 16*l.*, and they have gone through 10 fms. in length of that value. The stopes in bottom of the 52 are worth from 35*l.* to 40*l.* per fm. There are seven pitches, averaging 12*l.* 10*s.* per fathom.

MAUDLIN continues to look well, and the operations are progressing very satisfactorily, both in sinking under the 70, in the old mine, and the shaft in the western mine. The 70 end is much the same as last noticed, carrying a large quantity of gossan, with rich grey copper ore. The lode in the back is looking remarkably well, worth 60*l.* per fm.

PEDN-AN-DREA continues much the same as last reported. The lode intersected by the 120 cross-cut has not yet been cut through, though producing some good work for tin; no estimate of its value has been given. The lode in the bottom of the 110 is still worth 40*l.* per fathom, supposed to be the continuation of the same lode. Other places are without change.

SITHNEY AND CARNMEAL.—The flat-rod shaft is down 12 ft. below the 110, where they have a promising lode 2 ft. wide, and, from the character of the branch and the several tin droppers or feeders to the lode, we may reasonably anticipate a productive lode in about 3 fms. further sinking. The 110 east and west are greatly improved, and important discoveries are shortly expected in both ends. Much importance is attached to the intersection of the Wheal Metal south lode by the 95 cross-cut north, which has been driven 27 fms., and expected to be cut during the current quarter. There are several other places holding out much promise.

WEST CHIVERTON.—No change has taken place since last reported, all points yielding the usual quantities of silver-lead ores. On Wednesday last an additional sale of 101 tons was effected, realing 1592*l.* 17*s.* 6*d.*

WENTWORTH CONSOLS.—The prospects here continue to improve as the operations progress. The ground at the engine-shaft has much improved, and some good leady branches have been intersected dropping towards the lode.—CHIVERTON is represented as rapidly improving. In the 50 they are opening up some good orey ground. The rise in back is yielding 1 ton of lead per fm. There is a fine orey lode at Cookney's shaft, and still improving. At Murray's shaft the operations are progressing satisfactorily and rapidly, with the pitwork and clearing, &c.

NEW WHEAL LOVELL.—The shaft is progressing below the 20, and the 20 end west is looking more promising, and opening fair tribute ground. The eastern end is temporarily disordered. The rise in back of the 20 is worth 12*l.* per fm. for tin.

EAST WHEAL LOVELL.—The south lode, sinking below the 28, is still reported worth 90*l.* per fm. In a few days they will resume sinking the new shaft below the 40, on a lode worth 100*l.* per fm. for tin. The cross-cut from the north to the south lode is progressing very satisfactorily. In the 26, at Burgan's shaft, they have a rich lode, estimated from 30*l.* to 50*l.* per fathom; but, in consequence of tinstuff broken and not yet sampled, its full value has not been ascertained. The operations at Turnpike shaft, where great results are anticipated, will now be resumed, the weather having moderated.—SOUTH WHEAL LOVELL: Notwithstanding the delay occasioned by the severity of the weather, the new engine will be started on Friday next, soon after which the size, character, and value of the lode will be fully ascertained. There will be no time lost in preparing a parcel of tin for the market. No change has taken place at the other points of operation.

At SITHNEY WHEAL METAL they have cut the lode in the 145 fm. level cross-cut, and gone into it nearly 2 ft., and no south wall. The character of the lode is more than ordinarily good, and, when fully opened up will prove a rich and productive one; and from the quantity of water issuing much is expected, but more especially from the fact that the 174 and 184 fm. levels in Great Wheal Vor are daily improving as the ends approach the Sithney Wheal Metal boundary.—GOTHIC MINE: The operations continue to be rewarded with very favourable results, and, from the recent discoveries which have been made, will in all probability open out extensive runs of rich lead ground; and although the workings are at present of a restricted character, there remains little or no doubt, when more vigorous measures are adopted, that the returns will be more than ordinarily remunerative. JAMES LANE.

From Mr. JAMES CROFTS:—There is a sort of agitation, or rather a want of steadiness, in the various speculative markets for stocks and shares, from which that of mining cannot be exempted, the causes of which are manifold, and the effects puzzling. The main reasons must, however, be sought for in the present state of the relations between America (North and South), France, and England, the habitual reticence of the Emperor being a strong ingredient in the *melée*, and it is certainly an anomaly to be obliged to acknowledge that a peace established between North and South would be an evil omen for all our markets, "the reason why" being too well known to need amplification. Certain acts have unquestionably been done by France already preparatory to securing a position in Mexico, and when this matter is ripe for the political move to succeed the commercial, it is estimated that an acknowledgment of the South by France and England (the consummation devoutly to be wished) for the restoration of our commerce with the States will follow. As matters stand at the present moment, the continuance of the war favours our speculative markets, and if it does not raise them much, prevents any extreme depression from existing or likely to happen. A very favourable item may be noted also in the state of the money market, the tendency of it being more likely towards 4 per cent. than its maintenance at 5 per cent. Putting all the favourable circumstances in these brief remarks together, it is a good time for attention to all undertakings (mining included) of a solid character.

The writer's remarks from time to time, it will have been observed, are directed to only a few mines amongst the speculative class, and he endeavours to discuss the merits only of those which he considers unexceptionable. GREAT NORTH LAXEY is one of these, and it continues to progress in a most satisfactory manner. The latest news is to the 21st inst., which states that a new feature has been developed, namely, a "vugh," or chamber, has been broken into, and is of great promise for ore, probably leading to a new run of ore from the mountain south. The ore in other places has improved, and the shares are in considerable and constant demand.

From BEDOL-AUR, Feb. 22, they report the 70 end cramped and unproductive, had sent, but from the nature of the vein they expect it will open into good ... Saturday. On St. Vincent lode the stopes are much improved since last report, yielding good bunches of lead, at one point 12 cwts. per fathom. Another stope is very productive, and the Beili Gwyn expected shortly to be intersected. It was estimated that 20 tons of ore would be ready for sampling early next month, but, as might be expected, owing to the late frosts, particularly severe in mountain districts, the dressing operations have been impeded. A sale will, however, take place as promised, and the now favourable weather may augment the parcel.

EAST WHEAL VOR (tin) and NORTH CHIVERTON (lead and blende) continue in steady demand also, the latter in particular; and, so long as they remain at 2 to 2¼ per share, may be considered a first-rate investment. A considerable business has been done in WHEAL UNION, at 12*s.* 6*d.* to 13*s.* 6*d.*, being a very important reduction from their former market value of 6*l.* or 7*l.* per share, and are recommended to the immediate notice of those to whom a few more calls may not prove onerous, especially as the price is more likely to advance than to remain where it is. SOUTH DARREN is, it is said, about to become a mine of the superlative order, the improvements in the lodes being of late remarkable and continuous, consequently the shares are scarce at an advancing price. SOUTH CONDURROW, from about 28*s.* to 30*s.*, rose this week to 40*s.*, and are now 38*s.* to 40*s.* NEW WENDRON, a mine of late introduction on the market, is also reported as doing well. WHEAL CREBOR in demand, and the call at the last meeting being only 1*s.* per share rather augurs that it may soon emerge into a paying mine, the situation of it being highly favourable for success of the first order. Amongst equivocal progressive shares, and consequently dealt in at low prices, several of which have first-rate chances, are EAST RUSSELL, NORTH BASSET, HOPE, NORTH ROBERT, WHEAL HARTLEY, ST. IVES WHEAL ALLEN, and UNITY, all of which are worth attention. In dividend mines a considerable advance has taken place in EAST CARADON, and shares very scarce for prompt delivery. CLIFFORDS have somewhat declined, and rather a serious fall also in EAST LOVELL, of which shares buyers should avail. TRELAWNY, GREAT LAXEY, HERODSFOOT, and TINCROFT are first-rate shares, but also scarce. WEST CHIVERTON continues to improve, but what is wanted to augment the present price is a higher rate of dividend. On the whole, the market is in the best possible condition for the purchasers of select shares, both dividend and progressive. As a special matter, the writer draws attention to the FORTUNE COPPER MINING COMPANY OF WESTERN AUSTRALIA (Limited), in 40,000 shares, with 2*l.* per share paid. The last news from the mine arrived and was made public on the 16th, stating that a copper lode had been cut worth 40*l.* per fm., and they are now raising between 30 and 40 tons of copper ore of high standard, and about the same quantity of lead ore monthly; from 200 to 300 tons being on the way to this country. These facts, from a highly respectable source, should make a limited number of the shares a good speculation to any capitalist at about 50 per cent. discount.

From Mr. EDWARD COOKE.—There has been a large amount of business done during the week, and it is with much difficulty that buying orders in several instances have been executed; this shows a great scarcity of stock for delivery. Should a reaction set in, and activity take the place of the dulness that has so long prevailed in the mining market, there would be a great rebound in the price of share in all legitimate mines, many of which are now selling at ridiculously low prices. Great Laxey, Great Wheal Vor, East Caradon, and South Daren, have all been in good demand, and have advanced considerably. Great North Laxey, Clifford, East Lovell, East Grenville, &c., have also been dealt in to a fair extent. These are a few of those mines which it may be useful to those who desire to invest their capital (with a view to getting a good return) to review their present position and future prospects, in order to arrive at a conclusion as to their eligibility for investment or speculation, with the object of realising a profit in the course of a few months. To commence with SOUTH DARREN, the report this week, which appears in the usual place, is very explanatory, and shows the quantity of ore ground driven through in the various levels, with its estimated value, and also the stopes, amounting in the aggregate to 126*l.* per fm. The most important point, however, to notice, is the fact that the ore has been discovered in the 60 fm. level, 25 fms. sooner than in the level above. The inference to be drawn from this is, that it is altogether a new deposit of ore, or that the ore ground is lengthening very considerably in depth. Either of these circumstances is most important to the shareholders, and places the mine (almost beyond any doubt) in a fair way of soon becoming a dividend property. Then why is it, it may be asked, that the shares are at this moment at 25 per cent. discount? I venture to say that no tangible reason can be assigned for it, only that the public have not yet realised the true state of South Darren: no fear of any further calls is needed, as monthly profits are being made, from which dividends will by-and-bye be paid, at no distant period. It was some time before the public realised the fact that Cwm Erfin, the adjoining mine to South Darren, was selling at a ridiculously low price until it began to pay dividends, and rose steadily in price from 20*s.* to the present price of 37 to 40. South Darrens are now 2¼ to 2½, and there is every prospect at present of their going much higher. NORTH CHIVERTON must be classed among the most legitimate of progressive mines, and whoever will incur the trifling expense of having the mine inspected by any impartial agent, will be satisfied that it is deservedly so. It has all the elements, with proper development, of becoming a very great property. The sales that have already taken place, of blende particularly, show the lode to be very productive, although the mine can scarcely be said to be cleared up as yet—that is, so far as the old workings are concerned. Probably, if the former parties who worked the mine had been possessed of the same powerful engine that is now erected, North Chiverton would long ere this have been one of the greatest lead mines that Cornwall has ever produced. As it is, good progress is being made, and if the shareholders will have a moderate amount of patience they will, doubtless, see their property, with a further small outlay, standing very high in the estimation of the mining world generally. There is about 100 tons of blende ready for the market, and in a few weeks another parcel of lead will be sampled; hence North Chiverton offers a splendid opportunity to any one disposed to run a fair amount of risk in order to obtain a large profit in the course of a few months, without a corresponding risk of loss in the mean time. GREAT LAXEY is still producing large quantities of mineral—lead, copper, and blende. Judging from the report this week, it would appear that the various points in operation are, in the aggregate, producing considerably above 1000*l.* worth of ore per fm., with every prospect of a continuance of its productiveness. The latest intelligence from GREAT NORTH LAXEY shows that this mine is steadily improving. It is not pretended that this mine will outvie Great Laxey; is is only hoped that it may partake in some degree of its great success, and of this there is a very fair chance indeed. The shaft is now down a fair depth, so that the present company commenced with several years' work done for them, and already fair quantities of lead are being raised. The capital already called up would appear to be sufficient to develope the mine for a long period; while, in the mean time, it is by no means improbable discoveries of lead may be made that will obviate the necessity of any further capital being called up. Therefore the present price, which includes the 10*s.* call, and the payment for the mine and machinery, will be all that will be required from those who purchase the shares for a very long time, probably two years; and in a district like this Great North Laxey may, in the mean time, open up a very great and lasting dividend property. There is the testimony of the manager of Great Laxey, that their ... most valuable lode is that of Great North Laxey, hence it is not too much to expect that Great North Laxey will also open a great mine when fairly developed, and those who can afford to spare the money for a few months may, in all probability, by buying a few shares, find they have invested their money to great advantage. EAST LOVELLS have receded considerably, owing to some granite having disarranged the lode in cutting the plat in the eastern end of the shaft. A very slight allusion was made to this by the agent in his report last week, and which has had the effect of depressing the price of the shares some 2*l.* or 3*l.* per share. When *bonâ fide* holders are frightened out of their shares we shall, probably, be advised that the lode is as valuable as ever. The very large outlay that has been incurred by sinking the new shaft, and placing skip-road and pumps therein, was anticipated to have been all paid for out of the returns of the mine. Now, this I have always considered to be unjust to a mine (if I may say so). In the case of railway property, whatever the profits may be, if new plant or new work (similar to that of East Lovell) be required, it almost invariably is taken from the capital of the company, and such should be the case with mines. If a call be made at the East Lovell meeting, to meet the heavy outlay that has been incurred during the past six months, it will place the property upon a proper basis, when the shareholders may look forward with every prospect of having it returned to them in profits. East Lovell can now be worked cheaper, I believe, than any other mine in Cornwall, owing to the favourable ground, and the small water charge, or, in other words, the limited work the engine has to do to pump the water from the mine, while all the tin is dressed by water-power. To mention the Grylls Mines at the present time is most discouraging to me. From a variety of causes, WHEAL GRYLLS has changed from a state of great prosperity to that of adversity. There are yet chances of a very large profit to those who buy at the ruinous price the shares are now selling at. Wheal Grylls, at one period, was very rich on the Georgia lode, and this lode may yet become rich again. The machinery at Wheal Grylls would certainly realise several thousands of pounds, therefore, the shares, at 3*l.* to 4*l.*, are not dear. At GRYLLS WHEAL FLORENCE the engine is working very well, and although there is a large quantity of tinstone accumulated at surface, the lode in the 12 is producing sufficient tinstone to keep the stamps constantly at work. It is by buying into mines like this, when the price of the shares are ridiculously low, that frequently large amounts of money are made. ILLOGAN MINE is well worth attention, and the shares are now very low. The mine is situated in the best copper district in Cornwall, and under the management of one of the best, if not the very best, managers in Cornwall. The calls amount to about 1*s.* 6*d.* per quarter, while any day a discovery of copper ore may be met with that will cause the price to rise to as many pounds as they are now selling at in shillings. The Druid lode of the celebrated CARN BREA MINE, that returned several hundreds of thousands of pounds worth of copper ore, runs through the Illogan Mine, and will, in all probability, some day be met with; therefore

Illogan Consols is a great speculation, and the cost of it a mere trifle. GREAT WHEAL GETTLS has considerably improved.

From Mr. G. BATTERS:—A moderate amount of business only has been transacted in mining shares during the week. SITNNEY WHEAL METAL, GREAT VOR, SOUTH CARADON, WEST CHIVERTON, CHIVERTON, WENTWORTH, and MINERAL BOTTOM shares have been chiefly in demand. GREAT WHEAL VOR shares are very firm, at 35s.: the mine throughout never looked better, and improvements have taken place in the eastern ends, whilst all other parts maintained former values. At SITNNEY WHEAL METAL, largely dealt in at 3l., the lode has been cut in the 145, producing good tin, and similar in character to the 175, driving towards it from Great Wheal Vor. These shares deserve attention. SOUTH CONDURROW shares have risen to 2l.; the mine is favourably spoken of. EAST GRENVILLES have fluctuated between 4¼ and 4¾. WENTWORTHS meet with ready purchasers, at 8 to 8⅛; the strata in which the shaft is being sunk is of the most promising character. Rich droppers of lead towards the lode have been met with, and there is a good pile of lead in course of raising from the shallow or eastern shaft. These shares are likely to have a great rise. Mineral Bottom, 5 to 5¼, working on the Wentworth lodes; the shaft is down to about 30 fms., and a cross-cut has been commenced towards the lode—the indications are most favourable. CHIVERTON, 6¼ to 6⅛; the lode in the back of the 50 is worth over 1 ton per fm., and the shaft is cleared to the 60. This level will be seen in a few days. The lode at Cookney's shaft is of a very promising character, and the chances in this mine are of a high order for profitable working, and a rise in the price of shares to double or treble present quotations. WEST CHIVERTON, 60 to 65; these shares are worth 100l. There is no mine in Cornwall in such an assured position. The 90 west is worth 80l. per fm.; the 90 east, 80l.; the 80 west, 25l.; the 70 west, 20l.; No. 1 winze, below the 80, 80l.; No. 2 winze, 120l.; No. 3 winze, 120l., and all on William's lode; the course of ore in the 70 fathom level is more than 100 fms. in length. The extra sale of lead realised 1592l. 17s. 6d. The winze below the 80, on Valpy's, has improved to 70l. per fm. The changes in mines and market movements have been otherwise unimportant.

From Mr. WILLIAM LELEAN:—The *Mining Journal*, whatever else it is, is a veritable Procrustean bed, and I seem destined to become, every now and then, a victim to its ruthless tyrant, who has made up his mind to cut to the right length and proportion all who seek to repose themselves upon it. I was last week again "curtailed of my fair proportions." I was, indeed, made to appear as a head without a body, and I dare say the printer's devil had his malicious chuckle on seeing me suddenly snuffed out, just as I was beginning to speak of what most concerned me—*i.e.*, the mines which I deemed to have more than ordinary claims to the attention of the public. Tyrants will have their own way, however, when they have the power to carry it—*sic volo, sic jubeo, stat pro ratione voluntas*; and, I submit—because I can't help it. All I said about the GREAT LAXEY, and the MAUDLIN, and half a dozen other mines, on which I had reflected, at some pains, what I thought to be interesting particulars, will now stand for nothing, and I must go in quest of fresh facts, either to confirm or to modify the opinions which I then penned, but which the aforesaid printer's devil so ruthlessly sacrificed on his way to the composing-room, where it would have been put into due form for my numerous clients and friends. By the way, I may just observe, that the readers of the Journal must have been much interested in reading the description therein given, a fortnight ago, of the mining district on the east flank of the St. Austell granite range, and especially the very graphic description of the MAUDLIN MINES, as they were seen some years ago. The writer soars high into the region of poetry, though without losing sight of the literal fact, in pourtraying the "passages, galleries, vaults, and yawning chasms," to whose walls sufficient fragments of their former glittering riches cling to indicate the magnitude of the wealth there found and carried away by the "ancients," whose labours furnished our early ancestors with Nature's own material for the useful arts; and then he suggests, in more prosaic but not less interesting phrase, the well-founded hopes that were entertained at the time he wrote (1858) of again laying open masses of rich ore, similar to those found so abundantly by the old men, under precisely similar circumstances, nearer to the surface. To have laboured for so many years in working through these immense masses of gossan, shows how well and how wisely the present explorers read the lessons that were left to them by their predecessors on this highly favoured spot, and it must be gratifying to them, in no ordinary degree, altogether apart from the large profits they are about to reap, to find their ten years' expenditure of money and labour crowned, as it has been, with so great a result. The 70 fm. level, both east and west, at but a few feet distance from the engine-shaft, has opened to them what there is now no doubt will prove to be a deposit of unusually rich copper ore, the removal of which will add another to those vast subterranean caverns which the labour and skill and patience of the miner hew out of the hardest rock, under circumstances sometimes of a most discouraging, and always of a trying, description.

I have not much, in the way of novelty, to say about these and other mines, of which I have for a long time entertained so high an opinion; but it is not to be supposed that new and brilliant discoveries can be made every week. It is no small thing to be able truly to say that such discoveries as have hitherto been made hold good, and are, in some cases, decidedly improving. In the MAUDLIN (old mine), where they are hard at work sinking the engine-shaft below the 70 fathom level, not only do all the points hold good, as formerly reported, but it is now found that the lode in the back of this level east is worth 60l. per fathom, while the lode west in the rise is worth 20l. per fathom. In the end of the 70 east the lode looks well, gossan intermixed with grey copper ore, and letting out water in abundance. In point of fact, there is here nothing to complain of, by even those who have expressed very sanguine anticipations of the rich discoveries they are making in this old mine, which has in times gone by yielded so much wealth to its workers. In the EAST TRESKERBY the lode in the 30 east, which was, when I last spoke of it looking good for copper ore, is now worth 4l. per fathom. In the EAST LAXEY, the Nos. 1 and 2 lodes, sinking below the adit, continue to improve in size and appearance, and although the weather has interfered with the surface work, they hope soon to decide upon the spot for sinking the shaft, to prove the east and west lode. The NORTH MINERA still looks well, and an improvement, which they are daily expecting in the 40 fathom level north-east, where they are now getting good stones of lead ores, will, of course, enhance the market value of the shares. WHEAL PAR is amongst the mines in which I have a good deal of confidence; it is now nearly paying cost, and will by-and-bye make good profits. The GREAT SOUTH CHIVERTON holds its place, and there is good reason to look for a discovery in driving for the caunter lode.

It will be seen by a reference to the report that the GREAT LAXEY continues to supply good news for its shareholders, the last report being the best there has ever been made from the mine: in several points there is a decided improvement, and in none a falling off. A general account of receipts and expenditure for the six months ending Jan. 7, gives the sales of ore during that period at 29,587l. 7s., and the stock of ore unsold at 2477l. 11s. 8d., which, with the credit balance in hand, makes a total of 41,094l. 17s. 11d. The other side of the account is quite as satisfactory, all the charges incident to the management being extremely moderate, amounting to only 256l. 7s. 10d.; while the sum paid in dividends is 12,500l. There is a balance in hand of 10,873l. 9s. 7d., against 9028l. 19s. 3d. at the close of the preceding six months. The transactions in the shares have been more than usual during past the week, and the price has gone up. The REINNIE LAXEY MINE is one of the Great Laxey family, and having been offered at a moderate price, all the shares—6000, at 6l. each—have been subscribed for, and the company incorporated under the Limited Liability Act, with Mr. Thomas Thompson, the intelligent and active secretary of the Great Laxey, as its London manager. It is impossible to look at the local position or the geological character of the sett without being very favourably impressed as to its prospects. It abuts all along on the eastern boundary of the Great Laxey, the latter lying at the foot of the western slope of the granite range, as the former does at the foot of the eastern slope of it—so that, being guided by all past experience as to the relation of our most successful mines with the granite formations, we may reasonably look for a highly profitable mine here. The five lodes which have been opened upon are all intersected by cross-courses, as in the Great Laxey, some of them being the same cross-courses as in that mine, and both mines are in the same condition of clay-slate. These and other circumstances of analogy between the two justify the anticipations entertained that the new mine, like the old one, will yield large quantities of the three ores—copper, blende, and lead. The following statement of the variations that have taken place in the price of shares in the mines most commonly dealt in during the past week will be found useful:—Clifford Amalgamated, 31—30⅜; East Basset, 29½—26½; East Caradon, 14—15⅛; East Russell, 4¼—4⅛; East Grenville, 4⅛—3⅞; Great Wheal Vor, 34—34⅞; Frank Mills, 6½—6⅝; South Condurrow, 1⅞—2⅛; Great Laxey, 17¼—18⅛; Stray Park, 15¼—16; West Chiverton, 64¼—59¼; Wheal Crebor, 39s.—38s.; Wheal Grenville, 2⅞—2¾; Wheal Trelawny, 19¾—20¼; East Lovell, 10¼—10⅝.

STIPERSTONES MINES.—An influential company has recently been formed for developing as one enterprise the Bog and the Pennerley Mines in the Stiperstones range, Shropshire. The necessity for working the two mines as one adventure will be readily understood when it is considered that the water from one mine percolates into the other; and as the Pennerley has until recently been unfavourably situated, legally, for either sale or transfer, the lying idle of two such rich mines is fully accounted for. The mine has been favourably reported upon to the new company by Capts. Absalom Francis, Walter Eddy, and James Nancarrow; the latter gentleman having accepted the office of resident captain, in which capacity he reports, under date Feb. 3, that the Pennerley Mine is looking remarkably well in the several places now being worked. "In the 14 fm. level east we have a very good bunch of ore of 9 in. wide; also in the bottom of this level we have a fine bunch of ore of nearly 3 ft. wide; and in the 14 fm. level west we have a very good course of ore. In the 24 fm. level, both east and west, the ground is opening out very well. I consider our prospects are daily improving, and, no doubt, in a very short time we shall be in a position to raise monthly at least 50 tons of ore."

NEW CRAIG DDU SLATE COMPANY.—The contract for additional machinery for this quarry has been taken by Messrs. Thomas and De Winton, who have engaged to complete it by June 1, this will place the company in a position to convert hundreds of tons of slate rock, hitherto thrown away as waste, into large and profitable slabs. So great is the yield of this vein of slate, that it will be found necessary in the next year to add another water-wheel, with extra saws, and connect the works by a tramway with the Festiniog Railway.

SUCCESSFUL MINING.—The accounts presented at the annual meeting of the Gould and Curry (Nevada Territory) Gold and Silver Mining Company showed that the returns from the mine had so far exceeded the expenditure as to enable more than one-third (34¾ per cent.) of the gross receipts to be paid in dividends. The average yield per ton of the whole 66,559¼ tons of ore reduced was about 15l. 6s., whilst the average cost per ton of ore treated was under 6l. The president's report stated that, after a thorough trial, it was found that the Veatch process, first introduced, did not save the metal in the ore satisfactorily. Wet crushing has now been substituted for dry, and from 90 to 100 tons of ore per day are crushed, at a cost of 2l. 8s. ($12) per ton. The total expenditure was 979,612l., and the gross product of bullion 976,699l. The dividends were $125 per foot (share) for the six months ending June, 1864; thence $50 per foot until November, when it was again increased to $75 per foot. The superintendent considers that from $50 to $75 per foot per month may be paid during the ensuing year.

An entirely new method of depositing certain metals upon others has been announced by a French chemist. The baths M. Well employs consist of metallic salts or oxides in alkaline solutions, by means of glycerine, albumen, and other substances, which prevent the precipitation of the oxide by the fixed alkali—in some cases with, and in other cases without, the aid of zinc or lead, and at various temperatures, according to circumstances. The discoverer asserts that by these means also, in covering other metals with copper, he can produce any variety of colour that may be desired. The most important applications of the discovery are the deposition of copper, and the bronzing of iron and steel, without the preparatory dressings with conducting substances, which are necessary when the deposit is produced through the medium of the ordinary galvanic method. M. Well considers that by his process iron and steel, when coated with copper, may be afterwards silvered or covered with nickel.—*London Review.*

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BRITISH MINES.

BEDOL-AUR.—Feb. 22: The lode in the 70 end, driving east on Golden Shoe lode, is cramped and unproductive for lead at present, but from the nature of the vein we expect it will open in good lead shortly. The stopes on St. Vincent lode are much improved since last reported, yielding good bunches of lead. The stope north of winze is in good ground for making progress, and producing good lead. We expect to intersect the Bellil Gwyn vein here shortly. Owing to the late severe frost it is impossible to get all the lead ready for March sale.

BEDFORD CONSOLS.—J. Mitchell, Feb. 23: In the middle adit level cross-cut north the ground is hard and spare for progress, being mixed with patches of capel and spar, thickly spotted with mundic and rich yellow copper ore. There is no change in the cross-cut south to notice since the report for the meeting.

BEDFORD UNITED.—J. Phillips, Feb. 22: The stopes in back of the 130 are worth 2½ tons of ore per fm. The three stopes in back of the 115 west produce 3½ tons each of ore per fathom. We are driving by the side of the lode in the 103 west. The two stopes in the back of this level produce 3 and 2½ tons of ore per fm. The south lode, in the 80 west, is 2 ft. wide, yielding good stones of ore. The lode in the 58 east is at present unproductive. The stope in the back of this level is worth 2 tons; and the stopes in the 47 and 35 are each worth 2½ tons of ore per fm. We are sinking by the side of the lode in the north engine-shaft. The lode in the 62 east is without alteration.

BILLINS.—F. Evans, Feb. 23: The engine-shaft has been sunk since last report 7 feet, making the total depth from the 70 fm. level 7 fms. 2 feet; the lode at this shaft has been much softer during the past week, and most promising for lead ore, producing good stones of the latter. On Saturday last two pitches in the 70 end west were let at 5l. per ton, and one in the roof at 6l. per ton, and also a cross-cut to drive north to cut the north lode in the 70 east, at 9l. per fm.; we ought to cut this lode in driving 1 fathom further. The engine-shaft was previously let to sink to the 80, at 26l. per fm. to twelve men. We hope to sell at the next sale 10 tons of lead ore. The weather, which has been most severe, has changed for the better considerably.

BOSCAWEN.—R. Giles, Feb. 19: The lode in the 80, driving west of Hunter's shaft, is still small, and ground hard for driving. The lode in the 80, driving west of sump-winze, is 16 in. wide, worth 5l. per fm., and is of a more promising character. No lode taken down in the 80, driving east from sump-winze. The lode in the stope in bottom of the 70, east of sump-winze, is worth 20l. per fathom for copper ore. The lode in the stope in bottom of the 70, west of No. 2 winze, is worth 8l. per fm. for copper ore. The lode in the stope in back of the 70, west of Hunter's shaft, is worth full 12l. per fm. for copper ore. The lode in the 40, driving west of Hunter's shaft, is worth 6l. per fm., and likely to improve. No lode yet intersected in the 30, east of caunter shaft. The lode in the 30, driving east of Hallenbeagle, is at present small, containing spots of copper ore. The ground in the deep adit, driving east from Hallenbeagle, is favourable; the same remark applies to the driving west of Parry's shaft.

BOTELET.—J. Trevillion, Feb. 22: The engine-shaft is down nearly 5 fms. under the 26; the ground is rather spare for sinking, owing to a hard floor crossing the shaft. I have set the last 6 fathoms, which will make our lift to the 36, at 90l. the bargain. I am anxious to get this lift down, consequently the shaftmen are working the whole of their time, Sundays excepted. In the 26, driving both north and south on the new lode, the lode continues large, and of a very promising character; the north end will yield 5 cwts. of silver-lead per fathom, the south end 4 cwts. of silver-lead per fathom. In the cross-cut north of the shaft we have cut in 5 ft. through the new lode, but not as yet reached the main, or orey part; so far as seen the lode presents a very kindly appearance. At this point the new lode is 3½ fathoms apart from the old lode. The stopes in the back of the 16 are exhausted. I have set a new stope in the back of the 26, on the old lode north of the shaft, at 17s. 6d. per fathom; the stope will yield 3 cwts. of lead ore per fathom. Our lead ores sold on the 9th will realise 18l.

BOTTLE HILL.—J. Eddy, Feb. 22: The lode in the 12, east of the new shaft, is now from 7 to 8 ft. wide; the ground has been a little harder for the last 2 fms. driving, but still producing good work for tin. The lode in the stopes in the back of this level, both east and west of shaft, still holds good. The lode in the stopes in the adit level, east and west of shaft, is yielding about the same quality tinstuff as it has for some time past. I have this afternoon sent off samples for 7 tons of tin. Had not the frost set in, so as to interfere with our dressing, I should have sent off samples for from 8 to 9 tons.

BRONFLOYD.—T. Kemp, Feb. 23: The forebreast of the 52, east of cross-cut, seems to indicate that we have reached the end of this shoot of ore, which has proved to be some fathoms longer than we had it in the 49; however, as the lode varies in value I shall still continue to drive the level on. The stopes above this level will yield about 2 tons of lead ore per fathom, while above the 40 they are worth 1½ ton per fathom. Barton's cross-cut, near the shaft, is progressing slowly; lode very hard, but is spotted with copper and lead ore; as instructed, I have put two more men in this end, it being very desirable to cut right through the lode as speedily as possible. We have had very severe weather. All dressing has been at a standstill for nine days; the frost is now broken.

BRYNFORD HALL.—T. Pierce, Feb. 22: Grainger's: This last fortnight we have been driving a cross-cut north-west from Page's vein to intersect Ward's vein at the 70. The rise at the 70 is promising well; the width of the vein is 2 ft. 6 in., composed of spar, clay, and nice stones of ore; we can daily expect an alteration for the better. Page's vein above the 86 is much better than we have had it for the last three weeks.—Simmons's Shaft: We expect every yard of sinking in the shaft to be at the bottom of the old workings; by all appearances this vein has been very rich, and in my opinion we shall have it of the same character soon. The weather has been much against us with the washing.

BRYN GWIOG.—F. Evans, Feb. 21: We have commenced to rise in back of the 102 east, and hope soon to cut the run of lead ore. We have also began to sink in bottom of the 90 east, on the same rise, where the lode will produce 2 tons of lead ore per fathom. The 90 west produces good stones of ore. The rise in back of the 90 east will produce 15 cwts. per fm. The 75 east is still in shale, and poor. A pitch below this level will produce 2 tons per fm. In the roof of the 66, on the flat, the lode will produce 2½ tons per fathom. There is no particular change to notice in the other pitches in the mine, which are producing fair quantities of lead ore. There being a little water in the new western shaft, we have thought it advisable to put the men to drive north on a flat showing in the side of the 75, east of engine-shaft; the ground there is very promising, and my belief is there are runs of ore there to cut into similar to those found in the roof of the 66, west of engine-shaft. I should be glad if you would allow us to commence sinking the engine-shaft, as I firmly believe we should sink but a few fathoms before cutting into lead ore.

BRYNTAIL.—J. Roach, Feb. 23: The pumping-wheel is at full work, and the pitwork in good order. The water is now a little under the back of the 20. We shall not be very long forking.

CAPE CORNWALL.—E. P. Goldsworthy, Feb. 22: We have completed the skip-road to the 70, and commenced to discharge the attle from that level yesterday. We shall drop our bucket drawing-lift to-day, and proceed with the forking with all possible speed. In taking down the lode in the 70 east we have discovered good stones of tin; the lode throughout is yielding stamping work; we think that this is the point of the same shoot of tin on which we are working at the 55; another week's working will enable us to speak with more certainty. Our pitches and stopes are without change.

CARADON CONSOLS.—W. Rich, Feb. 21: We have intersected another elvan dyke in the 80 cross-cut south; the end is, therefore, not quite so easy for driving at present as it has been. I consider these elvans favourable for copper, should a lode of fair size be met with near them.

CASHWELL.—John Peart, Feb. 22: We have driven the low level eastward in the bottom of scar limestone 16 fms., beyond where the end above is worked up to, and we have eight men employed working the end in scar limestone, where the lode is 9 ft. wide, and rich for ore; this has laid open 11 fms. of ground, which will produce 140 tons of ore. We have four men rising from the scar limestone (close to the end) up to the level in bottom of the slatey hazle for the purpose of ventilating the last-mentioned level; four men are employed driving this level eastward with the object of laying open the stratum above, which is 6 fms. thick; the lode has been very rich in this part of the strata, a little west from the present workings, and we look upon a great improvement here, equal to the points in the scar limestone below; this is an important point. The other parts of the mine are producing much the same quantity of ore as last reported on, and taking our present position altogether, I think the shareholders may congratulate themselves in having one of the best mines in the Alston Moor district, which district has been famous for centuries past for lead.

CASTELL CARN DOCHAN (Gold).—J. Parry, Feb. 21: The severe weather has kept us back with the erection of the water-wheel. The underground work is going on without interruption, and we are raising a good quantity of quartz, with specks of gold occasionally. We have now some good piles of ore ready for stamping. The Britten's machines have only worked at intervals owing to the frost. We have, however, obtained 3 ozs. 14 dwts. 4 grs. of gold, from 10 cwts. of lode stuff. The thaw has set in, and I hope now to increase the weekly results.

CEFN CILCEN.—T. Hughes, Feb. 23: Susan's Shaft: The 80 east has been extended 167 yards on the course of the lode; the lode is regular and well-defined, and averaging 2½ ft. wide, composed principally of carbonate of lime, with occasional stones of lead; the present end indicates an early change for the better, and is being prosecuted with all speed. The pitch west of footway shaft is worth 5 cwts. of lead per fm.—Office Shaft: The pitch in back of the 30 is worth 8 cwts. of lead per fm.

CENTRAL MINERA.—T. Hughes, Feb. 23: The western shaft is now 11⅛ yards below the 40; the ground consists of limestone of a promising character.—Edgworth's Shaft: The pitches in back of the 50 are without alteration, worth 10 cwts. of lead per fathom. The weather is again favourable, and dressing will be resumed vigorously.

CLOWANCE WOOD.—E. Chegwin, Feb. 21: In the engine-shaft, sinking below the adit, the ground is a little more favourable for sinking; the engine still continues to work well, and we are getting on well with all our surface work.

CONNORREE.—Capt. Bishop, Feb. 18: In the 74, east of engine-shaft, the yield of sulphur, in connection with a small percentage of lead and silver, I judge to be as for some time past. The 54, west of engine-shaft, is not yielding so much copper ore as it did last week. In the 45, west of engine-shaft, the yield of copper ore is daily improving, and indicates well for the future. The 18 fm. level ends, east and west of Field's shaft, are each yielding a greater quantity of copper ore. The 10, east of Kempson's shaft, is yielding about the usual quantity of good copper ore.—The stopes on the great copper and other lodes: The various points of operation, on the whole, never presented so good a prospect for a great yield of copper ore and sulphur coppery smalls, containing a small percentage of zinc, lead, and silver, as at present.

CROWAN CONSOLS.—J. Vivian, Feb. 22: We are making good progress in sinking the engine-shaft under the 30, and also in cross-cutting towards Curtis lode in the 20. In the 30, driving west of Dumpling lode, the lode is full 4 ft. wide, kindly in appearance, composed of spar, copper ore, and blende, yielding of the latter 3 tons per fathom. In the 30, driving east, the lode is 3 ft. wide, the south part of which yields stones of copper ore. In the 20, driving west, the lode is 2 ft. wide, composed principally of spar and stones of copper ore. We have set a tribute pitch in the back and bottom of the 10 fm. level, to three men, at 13s. in 1l.

CUDDRA.—F. Puckey, A. Cundy, Feb. 22: Walker's shaft is now sunk 9¼ fathoms below the 105 fm. level. The ground in the shaft is still favourable for progress. In driving the 105 end, west of the same shaft, the lode is disordered by a horse of killas; the south part for 6 feet wide is mixed with branches containing a little tin. The north, or tin part of the lode, for 6 ft. wide is still producing some good work for tin, and worth 18l. per fathom. We have commenced sinking a winze below this level, about 20 fms. west of the shaft. The south, or tin part of the lode, for 6 ft. wide, is composed of quartz, peach, prian, and tin, and worth for the latter 20l. per fathom. In the western stopes, in the back of the same level, the lode is 8 ft. wide, and worth 16l. per fathom. In the middle stope the lode is 6 feet wide, and worth 12l. per fathom. The lode in the eastern stope is 4 ft. wide, and worth 8l. per fathom. In the winze sinking below the 90 west the ground at the present time is hard, and spare for sinking. We intend putting up a rise from the 105 to communicate with the winze as soon as possible, to ventilate that level, which is very much required. In the 75 end west we are driving a cross-cut north to cut through the lode, but as far as seen it is composed of hard capel and iron, but poor for tin. In the stopes in the back of the 60 west no lode has been taken down since last reported, but we shall commence doing so in a few days. We sold on Saturday last about 12 tons of black tin, at 56l. 7s. 6d. per ton, the same will be delivered to the different smelting-houses this day.

CWM ERFIN.—Feb. 22: The lode in the shallow adit level, going east of the cross-cut, is 2 yards wide, and worth 2 tons of lead ore per fathom. The lode in winze sinking below the shallow adit is 3 feet wide, and worth 25 cwts. of lead per ore per fathom. The lode in the 10, west of engine-shaft, is 2 feet wide, with spots of lead ore. The lode in the deep adit level, east of the boundary, is all the breadth of the end, worth ¼ ton of ore per fathom. We have 24 men employed in the stopes over the back of the deep adit level, in which the lode will yield on an average 25 cwts. of lead ore per fathom. The 10, east of boundary, has slightly improved during the past week; the lode in the present end is 18 inches wide, composed of clay-slate, quartz, blende, and strong branches of lead ore. Two stopes in back of the 10 will average 27 cwts. of lead ore per fathom. The lode in the 20, east of the boundary, is 2 feet wide, looking more promising than it was. The lode in the different stopes over the back of the 20 varies from 3 to 7 feet wide, and will yield on an average about 15 cwts. of lead ore per fm. We shall sample on Tuesday next 65 tons of good quality ore.

CWMRICKET.—Feb. 23: The new shaft, recommended to be sunk by Capt. S. Morris Ridge, of the Brympastig Lead Mines, is now in course of sinking; set 10 fms. stent, for 50l., the takers paying all costs of materials. The shaft is now down 4 fms., and good ground for sinking. It is the general opinion of practical miners and agents in this locality that good deposits of lead will be found here at but a small outlay. As soon as the weather permits and becomes more favourable for surface operations preparations will be made for the erection of a water-wheel for pumping and winding purposes, and the works carried out as recommended by S. M. Ridge in the prospectus of the company.

DALE.—R. Ninese, Feb. 22: The Pipe vein in the bottom is very much disordered, and is not yielding much lead at this time, but I expect an alteration for the better soon.

EAST BOTTLE HILL.—J. Eddy, Feb. 22: The cross-cut adit is now in 24 fathoms from air-shaft, and in the same favourable channel of ground in which we sunk a shaft to the depth of about 10 fathoms 40 fms. west, where we have a lode worth 35l. per fm. The water is increasing in the end daily, and very strong of iron; this leads me to believe that we are no great distance from the lode.

EAST CARADON.—J. Seccombe, Feb. 22: Caunter Lode: The 70 east is poor. The 80 east is worth 5l.; and the 80 west, 30l. per fm.—New Lode: The 60 west is poor.—South Lode: The 80 west produces stones of ore.

EAST CHIVERTON.—J. Nancarrow, Feb. 22: The engine-shaft is sunk 1 fm. 4 ft. below the 50, and the lode looking just the same as last reported, but the country is a little harder since we commenced to sink below the 50: I think it a good country, and congenial for the production of silver-lead.

EAST GREAT WORK.—J. Lean, Feb. 21: The plat and other preparatory works at the 20 are nearing completion. I expect to commence sinking the engine-shaft below the 20 sometime on Thursday next. The lode in the 10 fm. level end is without material change; the ground has been stiff for driving, but I think a change is taking place for the better.

EAST LAXEY.—R. Rowe, Feb. 21: I have now returned from East Laxey; at surface we are inundated with snow. In the sump sinking on No. 1 lode we have an improvement; the lode is increased to 3 ft. wide, 2 ft. of which is composed of a promising quartz, mixed with lead and jack; the sump is down 3 fms. 3 ft. below the adit. No. 2 lode, in the driving north, is again increasing in size, and the two parts again uniting; there is an appearance of an early improvement in this end. In driving south on this (No. 2 lode) we are getting near the junction with the new east and west lode, and which I look to with much interest. The result will, to some extent, determine the situation of the engine-shaft, to command effectively in depth the both lodes at and about the points of junction, which I consider to be of great importance, as being more than likely to result in deposits of ore. As soon as the weather will permit we shall also explore this new east and west lode on its line eastward, and push it to a junction with No. 1 lode; this in another point, having about equal importance as the case just named in reference to No. 2 lode; in fact, I consider the discovery of this east and west lode a matter of the highest interest and importance to the mine, the real value and extent of which remain for development.

EAST ROSENARNE.—J. James, Feb. 23: Hallett's shaft is sunk to the 85, and we have commenced to drive east and west. In the east end the lode is 9 inches wide, worth 5l. per fathom. In the west end the lode is 1 foot wide, producing stones of ore. We shall push on this end with all possible dispatch to meet the bunch of ore gone down in the 75. In the 75, west of Hallett's, the lode is small. In King's shaft the lode is 15 inches wide, worth 25l. per fathom for length of shaft (10 feet). In the 65, west of King's, the lode is 18 inches wide, worth 24l. per fathom. The stopes throughout the mine are looking quite as well as reported last week. We calculate to sample on Tuesday next 140 to 145 tons of good quality ore. In consequence of the weather being bad he have left unsampled several tons of lower quality until two months hence. The weather is more favourable at present, and we expect to get the whim engine-house up next week.

EAST SNAEFELL.—R. Rowe, Feb. 21: The lode in the deep adit driving south is still small, and in a "nip." In the shallow adit we are now driving to intersect the cross lode, from which we are yet distant about 5 fathoms. During the week we have been opening at the surface further on this cross lode, and find it to contain lead. But the heavy fall of snow has for the time shut up all surface work on this, and No. 2 lode as well.

EAST TRESKERBY.—R. Knuckey, Feb. 22: The lode in the 12 east is improving; it is 8 in. wide, with good stones of tin. The stope in back of the 12 east is worth 5l. per fathom. The stope in back of the 12 west is worth 4l. per fathom. The stope in the bottom is worth 12l. per fathom. In the 30 east the lode is 2 ft. wide, worth for tin 4l. per fathom. In the rise in back of the 30 the lode is hard, saving work for tin and copper; this is a large and promising lode. In the cross-cut in the 30 there is more water.

EAST WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, Feb. 22: There is no alteration at the engine-shaft since our last report. The lode in the 75 east is 20 inches wide, composed of quartz, with stone of ore and a little tin. The lode in the 75 west is 4 ft. wide, producing 5 tons of good ore per fm.; there is a quantity of water flowing from the bottom of the end, and, altogether, it has a very promising appearance for continuing. The lode in the 65 west is producing ore and tin worth 12l. per fathom. The stope above this level is worth 15l. per fm. The stope below the 65 west will produce 5 tons of ore per fm. The lode in the stope above the 55 is worth 12l. per fm.

EAST WHEAL LOVELL.—J. Burgan, Feb. 23: The south lode is sinking below the 28; lode in the shaft still worth 90l. per fathom. The cross-cut from the north lode towards the south lode is let in one bargain to cut the lode, which is one of the great objects of the mine, and is progressing favourably. The plat east of new shaft is nearly completed, and on Saturday next hope to fix new lift for the purpose of sinking the new shaft below the 40, where the lode is worth 100l. I referred last week to removing the old pitwork from Burgan's shaft, and commencing a new end at the bottom of said shaft, which has been done in the 26 in a fine lode worth from 30l. to 50l. per fathom. The tinstuff, not having been drawn to surface, has not been sampled; therefore, cannot give the exact value. The weather is more favourable to-day, and we shall push forward the surface operations for the Turnpike shaft lode, from which we expect great returns at little cost.

EAST WHEAL RUSSELL.—J. Goldsworthy, Feb. 22: Homersham's shaft is in regular course of sinking below the 130, to the south of the lode, in favourable ground, and good progress is being made. In Soper's cross-cut, in the 130 east, driving north, the ground is favourable, and good progress is being made; by present indications the lode is not far ahead. In the 130 east, and east of Soper's cross-cut, the lode is 2½ ft. wide, composed of quartz, prian, mundic, and a little black oxide of copper ore; the lode presents a healthy appearance. In Barkell's rise, in the back of the 130, the lode is 3½ ft. wide, worth 12l. per fathom. In the 120, west of Maynard's cross-cut, the lode is 4 ft. wide, composed of capel, iron, quartz, and prian, and producing a little grey sulphate of copper ore. In the 77, driving west of Northey's cross-cut, on the north part of the lode, the lode is 3 feet wide, composed of capel, quartz, prian, mundic, &c. In the 45 east the lode is 3½ feet wide, composed of capel, quartz, prian, peach, mundic, and a little black oxide of copper ore. In the 88 cross-cut, driving north-west of Hitchins's engine-shaft, the ground is favourable for progress, with an increase of water.

— J. Richards, Feb. 23: Homersham's shaft is in regular course of sinking below the 130 to the south of the lode in favourable ground for progress.—Homersham's Shaft: In Soper's cross-cut north, at the 130 east, the ground continues easy, and good progress is being made. In the 130 east, and east of Soper's cross-cut, the lode is 2 ft. wide, composed of mundic, prian, quartz, and a little ore. In Barkell's rise in back of the 130 east, and east of Soper's cross-cut, the lode is large, 3½ ft. of which is being carried, and is composed of quartz, mundic, prian, and ore, worth 12l. per fm. In the 120 west, and west of Maynard's cross-cut, on the north part of the lode, the lode is also large, 4 feet wide, consisting of capel, quartz, prian, iron, and a little grey sulphuret of copper. In the 77 east, west of Northey's cross-cut, on the north part of the lode, the lode is from 3 to 4 ft. wide, composed chiefly of capel. In William's cross-cut north, at the 88 west, the ground is favourable for progress and congenial for mineral. In the 45 east the lode is from 3 to 4 ft. wide, of quartz, peach, prian, and a little black oxide of copper.

EAST WHEAL VOR.—J. Pollard, Feb. 22: During the past month the engine-shaft has been sunk 1 fm., which makes it good to the 80; shaft divided and cased, plat cut sufficient, and the sinking resumed by 12 men, at 22l. per fm.; lode large, yielding occasionally stones of tin. The 80 plat, now enlarging by four men, at 9l. per solid fm.; as soon as this plat is completed the men will commence a cross-cut north to intersect Smith's lode at this level, which will take about four months. The 70 west has been driven 1 fm. 2 ft. 9 in. through a large lode; this end is suspended for the present.—Smith's Lode: The 60 east has been driven 3 fms. 4 ft. 6 in.; now driving by four men, at 3l. per fm.; lode large and kindly, yielding a little tin. The 40 west has been driven 3 fms. 3 ft. 6 in.; this end is suspended. I shall force the sinking of the engine-shaft to the junction as quick as possible. I believe by the look of the both lodes we shall have a rich mine at that point.

FRANK MILLS.—J. M. Nicholls, J. Cornish, R. Andrew, Feb. 22: The 115 north is now extended from 5 to 6 fathoms; we are carrying about 2¼ feet of the west part of the lode, which consists of quartz, white iron, and lead ore, and yielding of the latter 6 cwts. per fm. We pursue this course for the purpose of making greater progress, the lode being much too wide to be carried; we shall, however, cut through it at intervals. The 115, on the east lode, has improved, and is now yielding ¼ ton of lead ore per fm. The west lode in the 100 north is yielding from 6 to 7 cwts. of lead ore per fm. The stope previously reported in the back of this level, north from rise, is yielding 12 cwts. of lead ore per fm. We have just commenced a stope, south from said rise, in the back of this level, where the lode is yielding 14 cwts. of lead ore per fm. The northernmost or wide stope in the back of the 45 north is yielding 2 tons of lead ore per fm. The stope in back of the same level adjoining to the south is yielding 2½ tons of lead ore per fm. There is no other change in any tutwork operations. We are making first-rate progress with our dressing, considering the severity of the weather.

FURSDON.—J. Collins, Feb. 23: The ground in the cross-cut south at the 11 is the same in character as when I wrote last, progress slow. The end at the 21 west is now in the cross-course, we expect to be through it in a day or two, when I think it desirable to drive north to intersect the lode west of cross-course. The pitch in bottom of the 11 west is much improved, yielding full 6 tons of ore per fathom; also the pitch in back of the 21, worth 6 tons of ore per fathom; this pitch is being worked within 4 fms. to the present end. In consequence of the severe weather we have had we have about 40 tons of ore on the dressing-floors not dressed, and from 30 to 40 tons not broken underground. The weather being now more favourable we hope to make more progress in our dressing operations.

GARLIDNA UNITED.—James Rowe, Feb. 33: The lode in Burning House shaft is 4 ft. wide, worth 10l. per fathom; it is improving every foot we sink. We have cut another branch of the cross-course in the 13 fm, level east, and have not got clear of it; in a few days we hope to do so, when the lode will resume its regular character.

GAWTON.—G. Rowe, Feb. 18: The ground in the 50 cross-cut, north from engine-shaft, still continues favourable, and good progress is being made. We have cut through the lode at the most extreme point in the 36 west, where it is full 17 ft. wide, of a very kindly appearance, producing very strong mundic, quartz, capel, and ore, to the value of 2 tons of the latter per fathom.

GOGINAN.—Feb. 21: The lode in the 100, east of Gilbertson's shaft, has taken a more southern direction, and looking better than it has been for the last 5 fathoms in driving; it is 4 ft. wide, a hard and strong lode, yielding good saving work, and likely for an improvement. The lode at the 80, west of Bryn Pica shaft, is 3 ft. wide, yielding stones of ore at times, but not to value. The lode at the 70, driving west of Bryn Pica shaft, is 3 ft. wide, and will yield 11 cwts. of ore per fm. At the cross-cut south in the 60, or deep adit level, there are strings and branches of spar crossing the end, and a great quantity of water issuing therefrom. Nothing has been done in the shaft at level Newydd since last report in consequence of the water. The lode in the 60, east of shaft, is 3 ft. wide, unproductive. The lode in the stope over the 60 is 3 ft. wide, yielding 12 cwts. of ore per fm.

GREAT CARADON.—F. C. Harper, Feb. 18: The lode in the 60 end, driving west, is composed of peach, mundic, quartz, and some stones of ore.

GREAT BRIGAN.—J. Tredinnick, Feb. 22: Nothing new in either of the cross-cuts during the past week. The lode in the winze sinking below the deep adit level, east of the cross-cut, is improving, now worth 4l. per fathom. The lode in the winze sinking below the same level further east is worth 8l. per fathom. We are driving by the side of the lode in the deep adit end, east of the cross-cut. No lode has been taken down in the end driving west of the new shaft, in the deep adit level, during the past week. In the winze sinking below the 32, west of the western shaft, the lode is worth 20l. per fathom. We are making good progress in driving the cross-cut in the 42, west of said shaft. Nothing further to notice.

GREAT DEVON AND BEDFORD (Colcharton).—J. Richards, Feb. 23: Chenhall's engine-shaft is sunk 9 fms. 4 ft. below the 40, and as soon as it is down to the 50 no time will be lost in commencing to drive north in order to intersect the lode; I calculate we shall have about 5 fms. to drive previous to intersecting the same. The lode in the 40, driving west, is about 1 ft. 6 in. wide, and is very similar in character to the lode in the 30 over this point. In the same level, driving east, the men are engaged in driving by the side of the lode, consequently I cannot report any alteration here. In the 30, driving west, we are desuing the lode, and I intend to continue to do so for a week longer. I am glad to inform you that the last 6 feet of the lode taken down is now worth full 30l.

GREAT NORTH DOWNS.—J. W. Cruse, W. Jenkin, Feb. 22; At Vivian's engine-shaft the water is in fork to the 67, and have set the end to drive west of shaft to-day. We shall connect the bottom lift to-morrow, and with good speed hope to resume the sinking on Friday. The lode in the 57, west of engine-shaft, is 4 feet wide, producing stones of copper ore, and looks promising for improvement. The lode in the 57, driving east of Jenkins's shaft, is 2 feet wide, worth 6l. per fathom. Pendarve's lode in the 57, east of cross-cut, is 1 foot wide, consisting of soft quartz, impregnated with copper ore, and yielding saving work. At Sleggan's shaft the water continues to go down about 2 feet a day, and, according to present appearances, we shall soon be enabled to again work our ore ground in that part of the mine. We have set the 62 to drive west of the latter shaft, where we have a promising lode, producing saving work for copper ore, and no doubt will greatly improve, as the end is being driven west towards the shoot of ore gone up in the back of the 70. At King's shaft the water is now 1 foot below the back of the 75, and is going down gradually. During the past three weeks our progress throughout the mine has been very much impeded on account of an unusual increase of water, but hope we have now got over the worst of it, and shall soon be in a position to work all the bargains in the bottom of the mine.

GREAT NORTH LAXEY.—R. Rowe, Feb. 21: The engine-shaft is down 8 fathoms below the 60. The lode in the bottom of the shaft, excepting in the north end, is not so large as at 2 fms. above, being about 2 ft. wide, worth 1 ton of ore per fm.; but in the extreme north end it is 3 ft. wide, worth 2 tons of lead per fm. It is, therefore, evident that this particular run of ore ground is dipping away before us north. The 60, driving south, is a fine-looking end; lode 3 ft. wide, and rich in jack and lead for fully 1 foot. The character of this end is yet more like Great Laxey, as the ground is becoming more open, and a considerable vugh or cavity, usually here of great promise, has been broken into with ore. This end is 14 fms. south of the shaft, and, although we have ore to a paying extent for 10 fms. along the bottom of the level, I am of opinion, from the nature of the ground, that the discovery in the present end is quite a new run of ore from the mountain south, and dipping north towards the new shaft. If so, the body is yet before us, and awaits our further trials. Our great point is, however, to get the shaft down with all speed, and I have to-day re-set it at 30l. per fm., and promised the men a reward if they will get it completed, 12 fms. below the 60, by the end of April next.

GREAT SOUTH CHIVERTON.—J. George, Feb. 22: We are driving east and west on the middle lode, it is composed of friable quartz, flookan, and mundic, and is looking well; in the west end it has increased in size, and we hope soon to find lead.

GREAT SOUTH TOLGUS.—J. Daw, Feb. 22: In the 154, east of Lyle's, the lode is 2½ ft. wide, producing 4 tons of copper ore per fathom. In the rise about 6 fms. behind the end the lode is 2 ft. wide, producing 3 tons of ore per fm. In the winze sinking below the 154 the lode is 1 ft. wide, producing stones of ore. In the 140 west, on tin lode, the lode is 3 ft. wide, worth 10l. per fm. for tin. In the rise in back of the 100, east of Noel's shaft, the lode is 1 ft. wide, producing good stones of copper ore.

GREAT WHEAL BADDERN.—R. Pryor, H. Tregoning, Feb. 18: Setting Report: The 75 fm. level cross-cut to drive north of Hill Brothers engine-shaft by six men, at 12l. per fm.; the end is principally composed of spar, as if near the elvan. The 63 fm. level cross-cut to drive south of shaft by four men, at 10l. 10s.; we have just met with another branch in this end, which is underlying 4 ft. in 6 south; this branch is composed of mundic, blende, with good spots of lead throughout, and is letting out a quantity of water, and the ground at and about which is still strongly mineralised. We have also set seven pitches to 16 men; tributes vary from 9s. 6d. to 13s. in 1l. During the late heavy falls of rain our water has very considerably increased, but we hope that when the boiler in the western part of the mine is put in good repair we shall again be able to drain the best tin ground, although in the winter.

GREAT WHEAL BUSY.—J. Edwards, J. Tredinnick, C. Bawden, Feb. 18: The cross-cut driving south from Harvey's engine-shaft, at the 150, is still in the elvan course, and hard for driving. Offord's shaftmen are engaged cutting plat at the 140. In the 140, driving east of Offord's shaft, the lode is 3½ ft. wide, worth 12l. per fm. for copper and tin. The lode in this level, driving west of said shaft, is 4½ ft. wide, worth 10l. per fathom for copper and tin. Nos. 1 and 2 stopes in back of the 140, east of Harvey's engine-shaft, are worth respectively 9l. and 16l. per fm. for tin and copper ore. The lode in No. 1 stope in bottom of the 130, east of Offord's shaft, is worth 30l. per fm. for copper and tin. No. 2 stope in bottom of the said level is worth for copper and tin 14l. per fathom. The lode in the 130, driving east of Offord's shaft, is small, producing a little tin. The lode in the 110, driving east of Mathew's shaft, is at present disordered, producing stones of tin. In the 100, driving east of the said shaft, the lode is 4½ ft. wide, worth 15l. per fm. for tin. The lode in the 90 end, east of Mathew's shaft, is 5 ft. wide, worth for tin 12l. per fm. The lode in the winze in bottom of the said level is worth 15l. per fm. for tin. The lode in the 80, driving east of Mathew's shaft, is 5 ft. wide, worth for tin 14l. per fm. The lode in Walker's shaft, sinking below the 70, is worth for tin and copper 12l. per fm. The lode in the rise in back of the 70, against Walker's shaft, is worth 20l. per fm. for the length of rise, 10 feet. The stope in back of the 70, west of Walker's shaft, is worth for tin and copper 12l. per fathom. The lode in the 50, driving east of Mathew's shaft, is 2½ ft. wide, worth 10l. per fm. The lode in Walker's shaft, sinking below the 36, is 5 ft. wide, worth 8l. per fm. for tin.

GREAT WHEAL FORTUNE.—J. Vivian, N. T. Miners, T. George, Feb. 23: Old Mine: The cross-cut in the 95 is driven north of Harvey's shaft 84 fathoms; price for driving, 12l. per fathom. Satisfactory progress is being made, and we hope to reach the supposed position of Carnmeal lode in about four months.—Blue Burrow Lode: The 95, driving east of cross-cut, on the north part, is worth 5l. per fathom; the same level driving west, on the south part, is worth 5l. per fathom. The 60, driving east of Blue Burrow shaft, is worth 6l. per fathom. The 60 driving east of cross-course, on the middle branches, is producing stamping-work. The cross-cut in the 70 is driven to within 2 fathoms of the supposed position of Tugg lode; driving by two men, at 9l. 10s. per fathom.—Carnmeal: The engine-shaft is sunk 9 fathoms below the 114; sinking by eight men and four boys, at 25l. per fathom. We have not made so much progress here as we could wish, in consequence of the ground being unusually hard. The 114 is driven 9 feet east of the cross-course; the lode in the end is 4 ft. wide, composed principally of peach and prian. An improvement is expected shortly. The lode in the 102, driving east, is 4 feet wide—unproductive. There is a cross-cut being driven south in the 58, about 40 fathoms east of engine-shaft, to prove whether there is any part of the lode standing in that direction. The sinking of Hicks's shaft is suspended for the present, in consequence of an influx of water, which we believe is only temporary, and will again subside as the dry season sets in. The men are now employed in driving the 20 east in the leading part of the lode, which is 4 feet wide, of a very promising character. There are now being worked 37 pitches, by 91 men.

GREAT WHEAL GRYLLS.—E. Rogers, J. Pope, Feb. 23: At the adit level driving west the lode is 4 ft. wide, producing tinstone of a low quality. At the old engine-shaft we have forked the water to the 10 fm. level, and drawn up the pit-work, which is removed to the Flat-rod shaft, in order for fixing from the adit to the 12 fm. level. At surface the shears is erected, and in a few days we shall get the capstan fixed, and other requirements for dropping the pit-work.

GREAT WHEAL METAL.—W. Chappell, Feb. 23: The shareholders will be pleased to learn that the 100, east of No. 1 shaft, we have sunk a trial shaft, where the lode is 1 ft. wide, of the same character and value as the lode was at that depth in No. 1 shaft, which is only down 2½ fathoms from surface, thus showing a long run of tin ground, and in whole ground to surface. In addition to this, there are two other lodes running parallel, and only worked on to the depth of about 12 fathoms, at which point the lode is worth 25l. per fathom.

GRYLLS WHEAL FLORENCE.—Edward Rogers, Edmund Rogers, Feb. 21: In our different points of operation there is no alteration during the past week. The lode in both ends at the 12 is very large, and is, therefore, producing a large quantity of tin-stuff, insomuch that at the present time those two levels are supplying our stamps with work, without taking any from the accumulated stock.

GWYDYR PARK CONSOLS.—Wm. Smyth, Feb. 22: We took down the lode in Gwydyr stope and middle level this week; the stope has not turned out so good as last time, but it seems to be improving again, so I expect it will soon resume its former value. The lode in the end is about 1 ft. wide, composed of spar and lead ore, worth of the latter 7 cwts. per fathom. No change in Gwyn Llifion end since last report. I have not yet commenced the new shaft, as the snow was so deep, and the weather so cold, that the men could not stand there, but a thaw has taken place, and I am looking out for men to commence it.

HALLENBEAGLE.—E. Richards, R. M. Kitto, Feb. 18: The ground in the engine-shaft, sinking below the 44, is a little harder, occasioned by a floor of capel. The lode in the 40, driving west of engine-shaft, on north lode, is 18 in. wide, producing stones of ore. We are unable to report on any other tutwork operation in consequence of the water, which we hope to be able to get out in a few days by means of working a lift in No. 2, or the old men's sump-winze. We sampled on Wednesday last 333 tons of good quality copper ore.

HARWOOD.—J. Race, Feb. 17: They have a strong vein in the rise from the level, with spots of lead; I think of letting this stand until we put the level away to the other drift forehead. The end of the drift east is poorer to-day, worth ½ ton of ore per fm.; I expect it will shortly be better.

HAWKMOOR.—J. Richards, Feb. 21: The stope in the back of the 25, east of the eastern shaft, is producing 1 ton of copper ore per fathom.—West Hawkmoor: The ground in the cross-cuts north and south is easy, and good progress is being made. The stope in the back of the adit level, on No. 3 lode, is producing some good work for tin ore.

LADY BERTHA.—Capts. Harpur and Metherell, Feb. 20: We continue to push on the sinking of the new eastern shaft below the 41 east as fast as possible, the ground being moderately favourable for exploring; the lode in the deepest point is from 2 to 3 ft. wide, composed of peach, fluor-spar, mundic, iron, and some good stones of ore; the water here is slightly on the increase. In the winze sinking below the 41 west no lode has been taken down since our last report; when last cut through it was composed of ore, mundic, peach, and quartz, worth of the former 16l. per fm. In the end driving to the east of the great cross-course in the 30 the ground is easy for progress, consisting of prian, killas, mundic, peach, and stones of lead and copper ore. The tribute department is without change.

LANIVET.—J. Tregay, Feb. 18: Petrie's: In the 20 the lode is producing saving work for the stamps. The stopes east and west of account-house shaft are yielding fair quality tinstuff.—Oulton's: The lode in these stopes is producing saving work for tin. There is no change in the tribute pitches since last report. The severe frost and heavy falls of snow which have visited us this week have prevented us from stamping or dressing, which we shall commence again as soon as the weather will permit. We shall commence preparations for sinking Petrie's shaft early next week.

LEAWOOD.—J. Nicholls, J. Daw, Feb. 17: The run is secured to the back of the 19, and we think another week will make both the shaft and the 19 fm. level plat secure; below this point we do not expect any difficulty, as the men who know the mine state the shaft is in hard ground below the 19. We went in several fathoms in a cross-cut south, but could not go in the end, as there is some portion of it full of stuff; this cannot be cleared until the plat is secured, and the lifts fixed. We have decided on fixing the two 15-in. lifts we have in the 19; then clear and secure that level, and see all the lodes, before we fork out the bottom of the shaft, as we should then be in a position to determine on the size of our lifts for the future. The pay went off satisfactorily.

LEAWOOD.—John Daw, Feb. 23: We have cleared and made the shaft secure to the 19, where we find the level to the copper lode crushed together. We expect it is only for a short distance. We shall now begin to timber and clear the same.

MAUDLIN.—J. Tregay, Feb. 18: Old Mine: The sumpmen are making fair progress in sinking the engine shaft below the 70. The lode in the back of the 70 east is worth 60l. per fathom. The lode in the 70 east end is composed of gossan, intermixed with grey copper ore, a very kindly lode, and letting out a quantity of water.—West Mine: The shaftmen are sinking regularly. At Coombe's the ground is favourable for driving.

MERLLYN.—Wm. Sandoe, Feb. 22: In the stope in the back of the 20 we have branches of solid ore, four or five in number, going off west in the hanging side of the north and south lode, which together yield full 1 ton of lead ore per fathom; this is undoubtedly an east and west lode split up or disturbed by the great north and south lode, as from what we have laid open there seems every probability of these branches uniting and forming one regular lode going west. No change worthy of notice has taken place in any other part of the mine since last reported on. The severe frosty weather, &c., has been considerably against our dressing operations, but to-day it has cleared up, and we have made a vigorous start, and hope to make ready a small parcel of ore for the sale a fortnight hence.

MINERA UNION.—W. T. Harris, Feb. 23: Brabner's Shaft: The lode in the 80 is as last reported. The pitch in back of the level, north of No. 1 winze, is worth 1¼ ton of lead per fathom. The pitch south of No. 2 winze is worth 12 cwts. of lead per fm. The pitch in bottom of the 60, from the winze, is worth 15 cwts. of lead per fathom, and very promising.—William's Shaft: The pitch in bottom of the 50 is worth 2½ tons of lead per fathom. We have this day sampled 40 tons of good quality lead.

MOLLAND.—T. Bennetts, Feb. 22: The ground in the engine-shaft, sinking below the 62, is a little more favourable for sinking than last week. The stopes in the back of the 42 east are producing from 1 to 1¼ ton of ore per fm. The lode in the winze sinking below the 32 east has become full 5 ft. wide, and very hard, producing 2 tons of ore per fathom, of moderate quality. The weather here is still very severe.

NANGILES.—James Rowe, Feb. 22: Setting Report: The engine-shaft to sink by eight men and four boys, at 24l. per fathom; the lode is producing good stones of ore. The 107 to drive south, to cut through the lode, by six men, at 11l. per fathom. We have set to drive south in the 107, east of the shaft, to four men, at 6l. per fathom. Water is issuing from the south, which leads us to expect another part of the lode being near. The 96 to drive west, at 7l. per fathom; the lode is 3 feet wide, improving for ore. The 86 to drive east of Bread and Cheese winze, at 2l. per fathom, and 4s. in 1l. tribute, to six men; the lode is worth 24l. We set a pitch to two men, 4 fathoms behind this end, at 6s. tribute. We have two stopes in the bottom of the 96, working by ten men, at 2l. 10s. per fathom; the lode is worth 12l. per fathom. We have also two pitches on copper in the back of the 96, at 8s. and 10s. in 1l. We sampled 96 tons of ore yesterday, and left out, in consequence of bad weather, 20 tons.

NEW CONCORD.—T. Foote, Wm. Snell, Feb. 20: The shaftmen are still engaged in clearing up the engine-shaft below the 38, which we expect to finish by the end of the present week, and make the shaft complete to the 50, as we can now see the back of the plat. The lode in the 38 east is full 3 ft. wide, composed principally of mundic, a very strong kindly looking lode. No other change to notice.

NEW CORNISH.—J. Richards, Feb. 18: Latchley Consols: The 40 has been driven east of engine-shaft 2 fms. 4 ft. 4 in.; the lode is 3 ft. wide, composed of mundic, capel, quartz, and good stones of ore, and may be considered promising. In the stope in bottom of the 40, east of engine-shaft, and east of Sleep's winze, the lode is worth 3 tons of ore per fathom.—South Wheal Maria: The 82 west has been driven 2 fms. 0 ft. 8 in.; the lode still proving small, 2 ft. wide, composed of a mixture of capel, quartz, and mundic; the ground is also rather hard and slow for progress. The 82 east has been extended 1 fm. 0 ft. 7 in.; here the lode has considerably improved; it is 5 ft. wide, consisting of strong capel, an abundance of mundic, quartz, prian, and copper ore, worth 4 tons, or 20l. per fm. The whole drivage is streaming with water, which, although a fine indication, renders it difficult to explore, hence the slow progress making. The 70 has been driven east 1 fm. 5 ft. 3 in.; the drivage is by the side of the lode, and the lode will be cut into next month. There are three pitches working at an average tribute of 10s. 6d. in 1l. We sampled on 27th Jan. 106 tons of ore (computed), for sale on Thursday next.

NEW ROSEWARNE.—E. George, Wm. Mitchell, Feb. 22: The lode in the 84, west of Bickford's shaft, is 5 ft. wide, worth 7l. per fm.; the same lode east is worth 2l. per fm. The lode in the 74 is producing good stones of copper ore and tin. The winze sinking below this level is worth 20l. per fm. The stope in the back of the 74 is worth 20l. per fm.; the stope in the same level, west of winze, is worth 10l. per fm. The lode in the 67, west of Bickford's shaft, is 4 ft. wide, producing stones of copper ore. The lode in the 58, west of Bickford's shaft, is 4 ft. wide, producing a little tin and copper ore, but not to value. The stope in the back of this level, east of winze is worth 20l. per fm. The stope west of winze is worth 30l. per fathom.

NEW TRELEIGH.—S. Michell, Feb. 21: There is nothing fresh to notice at Carr's engine-shaft to-day. The 90 fm. level end is within 3 fms. to the cross-course, and the water is flowing from it very freely, and we consider it desirable not to proceed any further there before the wet season is passed away. The 80 is also driven to the cross-course, but not cut through; these two levels were driven through will undoubtedly drain a large portion of the western ground, but as the water for Carr's engine-shaft at the present time is about eight strokes per minute, consequently we cannot venture to tap the cross-course for a little while; since last reported we have intersected a slide in the bottom of the new shaft, but are now getting clear of it again, and the lode again producing good stones of ore. There is a very kindly lode in the 26 fm. level end, west of this shaft, and appears to improve as it goes west; the ground both in the shaft and the end is favourable for dispatch.

NEW WHEAL LOVELL.—J. Priske, Feb. 20: The sumpmen are making good progress in sinking the engine-shaft below the 20, which is now down 4 fms. 4 ft. below that level; there is no particular change in the lode since my last report. The 20 fm. level west is looking more promising, opening tribute ground. The lode in the 20 east is still split; we have been driving on the north part, but we intend this week to cut in south to prove the south part. The lode in the rise in the back of the 20 is worth 12l. per fathom, rising by six men, at 10l.; we are obliged to give a pretty high price for this rise, it being wet and not well ventilated. The ground in the cross-cut north continues favourable for driving.

NEW WHEAL MARTHA.—H. Rickard, G. Richard, Feb. 23: The sumpmen are engaged in driving west in the horse of killas in the 86, and carrying a portion of the south part of the lode with them, which is producing good stones of yellow copper ore. The water is still very strong in the end, but draining the level above, so that we shall be able to commence sinking a winze in the bottom of the 74 on our next setting-day in a good orey lode. The horse of killas in the 74 west is wearing out, not being more than 18 inches wide; the north part of the lode is producing a little saving work, with every appearance of an early improvement. The lode in the 64 west is worth 12l. per fathom for copper ore, and producing a little fluor-spar, which we regard as becoming more productive. The two stopes in bottom of the 52 are worth 35l. per fathom. The lode in the 40 west is a little disordered by means of approaching the cross-course, which is about 4 fathoms ahead, if it keeps its regular dip west, as seen in the upper levels. The stope west of winze, in the 30, is worth 25l. per fathom. The tribute department is much as usual, except Gist's pitch in back of the 10, east of Thomas's shaft, which has improved, worth now 30l. per fathom. Nothing has been done so far east in the mine since it commenced working, and we regard this as a good discovery. The weather for the past week has been very unfavourable for our dressing department.

NORTH CHIVERTON.—J. Hampton, Feb. 23: In the 5, east of old engine-shaft, there is a very good lode of blende, but not having cut through it yet we cannot give its size or value; enough can be seen, however, to say it will produce large quantities of blende. The 5 fm. level west is laying open tribute ground; the end varies in quality from ¼ to 1¼ ton of blende per fm.; I have no doubt whatever but this will be a very valuable end before long. One of the pitches in the back of the 20 is not looking so well, whilst another is much improved. The 20, east of little engine-shaft, is producing at present very good stones of silver-lead ore, but most of the lode (which is very large) is yet standing to the south of the level. The 20 west is changeable, but the ground exceedingly good; and when the lode is more settled I believe it will be productive; at present it produces occasionally stones of lead and blende. The lode at back of the 20 has divided itself, and one part is going up pretty right, but the other is keeping a regular underlie—both together are worth 1¼ ton of blende per fm., with some lead. The stope in the back of the 12 is not near so good for lead, but is more valuable for blende, and this I have been expecting, seeing how shallow it is; I have no doubt, however, than when the lode is seen through in the 20, just under the lead in the 12, that it will be very good there also, and possibly better than we have had it in the 12. The parcel of blende is being taken to the wharf to sample, and I may say the quality is superior to any previous parcel—that is of No. 1; but, beside that, there will be a small parcel of No. 2.

NORTH DEVON SILVER-LEAD.—J. Blamey, Feb. 21: The rise in the back of the 20, on the new lode, is holed to the bottom of the winze, below the 10, on the caunter, and the water let down. We shall recommence stoping and sinking here to-morrow, in a lode worth 70l. to 80l. per fathom. In consequence of the suspension of this winze for the last six or seven weeks, together with the severe frost, which has greatly interfered with dressing operations, our next sampling will be very short, and had better be postponed for a month. All the other parts of the mine are producing a fair quantity of ore. I am fixing a new pair of rollers to the crusher to-day.

NORTH DOWNS.—J. Grenfell, Thos. Pearce, Feb. 20: Setting Report: The 60 to drive east of Bennett's shaft, by two men and two boys, at 6l. per fm.; lode very regular, and producing good stones of ore, with a promising appearance. A stope in the back of this level, by four men, at 3l. 5s. per fm.; this stope is 3 fms. behind the end, and is worth 5l. per fm. The 50 fm. level cross-cut to drive south of King's shaft, by six men, at 4l. 10s. per fm. The 50 to drive east on the south lode, by two men and two boys, at 6l. 10s. per fm., at present unproductive. A winze to sink in the bottom of this level, 5 fms. behind the end, by four men, at 7l. per fathom, for 10 ft. long, worth for that length 12l. per fm. The 40 to drive west of King's shaft, on the south branch, by six men at 3l. per fm., and 7s. 6d. in the 1l. tribute, lode worth 8l. per fm. Also seven tribute pitches, to 22 men and three boys, at tributes varying from 7s. to 13s. 4d. in 1l. King's engine-shaft is down the required depth below the 85 for fixing lift at that level, and also for fixing plunger-lift at the 72 fm. level. The sumpmen are now engaged about the above work, which will be completed as soon as possible, when we shall be able to sink the shaft for fully 5l. per fm. less than before this work was completed.

NORTH JANE.—J. Rowe, Feb. 22: The stopes in the bottom of the 30, west from Kerr's shaft, is working by five men and three boys, at 2l. 10s. per fm.; the lode 4 ft. wide, worth 10l. per fm. The 10 is driving east of Kerr's shaft by two men, at 3l. per fathom; the lode is 2 ft. wide, producing stamping work; judging from the lode in the adit we expect an improvement in this end. The 12 is driving west of Northey's shaft by six men, at 2l. 10s. per fm.; the lode is 1 ft. wide, producing a little tin. There is a winze sinking below the adit, just before this end, by two men and two boys, at 13s. 4d. tribute, and 1l. 10s. per fm.; we expect to make the communication in a fortnight. There is a man and a boy, driving east from the cross-cut, 12 fms. west of Northey's shaft, on the north part of the lode, at 2l. 10s. per fm.; the lode is 2 ft. wide, producing a little tin. There is no alteration in the tribute part of the mine.

NORTH MINERA.—Feb. 23: We are not yet through the bed of shale in the 40 fm. level south-west, but are getting into the settled ground again. The lode in the 40 fm. level north-east is looking very promising, and is not underlying so much as it was last week, which I consider a good indication; it is composed of bastard limestone, carbonate of lime, spar, and good stones of lead ore against the wall. I expect a change for the better shortly. The 15, driving north-east upon the lode, is composed of chert-stone, spar, and small leaders of lead ore throughout. In sinking the eastern shaft we have got into a bed of shale.

NORTH POOL.—J. S. Phillips, Feb. 18: The engine-shaftmen are engaged dividing and casing the shaft down within safe working distance from bottom, which is nearly 15 fms. under adit, and as this lift of pumps will be continued down to the 25, a temporary screen is also being fixed for blasting convenience during this sinking. The south adit cross-cut is entering the elvan and capel of the flat lode, which contain iron pyrites disseminated therein; the interior of the lode is still before the breast and unseen, as also the Ballarat lode, which must be still south from this (at this point), as it was at the Ballarat shaft cross-cut adit level. The pumping work and horizontal connection rods for pumping from the Ballarat shaft are nearly completed, and will be at work on Wednesday or Thursday next, so that this wing of the old mine will be soon drained to the 24 under adit, and the shaft sunk in ground that will soon yield copper ores to assist in development. The cross-cut adit level is being continued north from the engine-shaft, and also approaches a lode.

NORTH ROSKEAR.—J. Vivian, R. Angove, F. Hosking, Feb. 23: In the 205, 194, 174, and 164, driving west of Doctor's and Pearce's shaft, in the copper department, we are opening through a large lode, generally speaking presenting a promising appearance, and producing occasionally yellow copper ore of strong character, but at present not sufficient to value. The stopes in the back of the 194 and 184 are still in good bunches of ore, worth from 20l. to 25l. per fm. We have sampled this week 174 tons of copper ore of tolerably good quality. Our tin stopes in the central and western part of the mine are producing a large quantity of tinstone, but of low quality, and much adulterated with other metals, involving considerable expense and labour in dressing the tin fit for the smelter. In the Wheal Crofty or eastern district our tin stopes are also producing from a very large lode tinstone of low quality, and similarly vitiated with arsenic, sulphur, iron, copper, &c., but as we explore at deeper levels we are encouraged by the example of the neighbouring tin mines to expect that the tinstone will be found in a richer and purer form; and, as bearing out this idea, we have to report that the 140 west is opening through a lode from 5 to 6 feet wide, producing tinstone of rather better quality than the stopes above. In the 160, driving east, the lode is 5 feet wide, and has been producing tinstone mixed with copper, worth together 16l. per fm.; it appears, however, at present to be more inclined to produce copper than tin, and as we are driving towards the cross-course, against which large and rich formations of copper were met with at the levels above, we think there is a fair chance of our making some valuable discovery in this level.

NORTH SHEPHERDS.—H. Bennetts, Feb. 22: The lode at Decimus engine-shaft is 2½ ft. wide, and looking exceedingly promising; the shaft is sunk 8 fms. 4 ft. below the 20, and the country is everything that can be desired for a rich mine. The shaft will be down to the 30 about the end of March, after which driving will be resumed east and west of engine-shaft. We anticipate a good lode in driving the 30 west, as the 20 west is improving and opening up tribute ground. In the 20, west of engine-shaft, the lode has very much improved since last reported on; for the last 6 ft. in driving this end the lode has yielded fully 10 cwts. of lead ore per fm., and a better looking lode for lead was never seen in this mine before; the lode in the present end is 3 ft. wide, producing rich dressing work for lead. In the same level east the north and south lode is 2 ft. wide, producing large stones of mundic, spotted with lead; this is a lode of great promise, and will, without a doubt, prove rich in depth. I feel proud to say I never saw the mine looking so promising before, and we are breaking and drawing good dressing work to surface every day.

NORTH TRESKERBY.—R. Pryor, T. Jenkins, Feb. 23: The sinking of the engine-shaft is complete to the 110, and we shall commence driving east and west of the same next week.—Tresidder's Lode: This shaft is almost completed to the 110, and the ground in the eastern part of the shaft is still getting more favourable, and letting out a quantity of water, and we are daily expecting to drain the water from the winze below the 100. The lode in the 77, east of this shaft, has improved, and is now worth 10l. per fathom, with every appearance of further improvement. The lode in the stope in the back of this level is worth 18l. per fathom. All other place without change to notice since our report for the meeting.

OKEL TOR.—W. Metherell, Feb. 23: In the 80 east we are desuing the lode. The lode in the 65, driving east, is improving, and now yielding full 4 tons of copper ore per fathom. The stopes in the back of the 65, east and west of Northey's winze, continue to look well, and will yield respectively 9, 7, and 5 tons of copper ore per fm. The lode in the 50, driving east, is looking cheering, and there is every appearance of again having a good lode in this end shortly; the men at present are desuing the lode, and we intend taking it down some part of next week. The lode in Heydon's, or eastern winze, in the bottom of the 50, will yield 5 tons of copper ore per fm. Tregonning's stopes, in the back of the 50, will yield 3 tons of copper ore per fm. Broom's stopes, in the back of the 40, are also looking well, and very promising for still further improvement, now yielding 6 tons of copper ore per fm.

OLD GUNNISLAKE.—W. G. Gard, Feb. 23: There is no alteration to report this week. The gossan continues fine, and the lode as large as before reported.

PEDN-AN-DREA UNITED.—Wm. Tregay, J. Thomas, Feb. 18: The stope in back of the sump, in the 130 east, between the engine-shaft and winze, is worth 40l. per fm. The 130 west is poor. In the 130 fm. level cross-cut, north and south, there is nothing of any importance intersected for the week. The 120 east end is producing stones of tin. In the 120, east rise, the lode in the south cross-cut is looking well, and producing good quality tinstuff; we have not yet reached the south wall, and, therefore, cannot report its value. In the 110 east, in the north cross-cut, the lode is producing coarse quality tinstuff; the same in the cross-cut south. The lode in the pitch in the bottom of this level is worth 40l. per fathom. In the 100, east of the cross-course, nothing cut in cross-cutting here for the week. In the 90 west the rise is worth 6l. per fathom.—Cobbler's: The 110 east is worth 5l. per fathom. The 110 fm. level stope is worth 12l. per fathom. The 100 west is worth 8l. per fathom. The 90 east is worth 6l. per fathom. The 68 east is worth 5l. per fathom. The 68 west is poor.

PENDEEN CONSOLS.—J. Warren, H. Eddy, Feb. 18: During the past month the 154 north has been driven 3 fms. 0 ft. 5 in.; lode 3 ft. wide, producing saving work for tin. The 154 south is driven 2 fms. 4 ft. 5 in.; lode 1 ft. wide, producing tin, but not to value. The 142 north is driven 1 fm. 0 ft. 10 in.; lode small and poor. The 142 south is driven 3 fms. 3 ft. 9 in.; lode 2 ft. wide, worth 6l. per fm. The stopes in the back of this level are worth on an average 6l. per fm. The 130 north is driven 1 fm. 1 ft. 5 in.; lode small and poor. The 130 south is driven 1 fm. 0 ft. 6 in.; lode 2 feet wide, worth 4l. per fm. The stope in the back of this level is worth 6l. per fm. The 118 south is driven 2 fms. 3 ft.; lode 1 ft. wide, producing tin, but not to value. Nos. 4, 5, and 6 stopes, in the back of this level, are worth on an average 5l. per fm. The 106 south is driven 2 fms. 4 ft. 6 in.; lode 1 ft. wide, producing tinstuff of a low quality. The vein at the 94 south, 9 ft. apart from the lode, is worth 12l. per fm. We have this day set the 94 south to drive 9 ft. high on the vein, at 6l. per fm., and 2s. 6d. in 1l. for tin. The adit level is driven 9 ft.; lode small and poor; we have to suspend this level for the present on account of the air being short; we are erecting apparatus for conveying air, and hope to resume the drivage of this level in the course of the month. We have set four pitches this day on copper, at tributes varying from 9s. to 15s. in 1l.

PENHALLS.—Wm. Higgins, J. Nance, Feb. 18: The lode in the rise in back of the 50, south of engine-shaft, has improved, now worth 11l. per fm., with a good appearance. The lode that has been recently cut in the 40 cross-cut south is small, and has a little tin with it, but we think by the change of ground that is under the lode we are nearing another branch or lode.

PRINCE OF WALES.—W Gifford, Feb. 22: We are progressing with our surface operations and pitwork very favourably; we hope to complete the same, and set it to work by Saturday next, and setting the shaft to sink, by nine men, the same day without delay. The men are all engaged in the above work.

PROSPER UNITED.—S. Lean, W. H. Martin, Feb. 23: The lode in the 80, west of Hill's shaft, is 2 feet wide, containing saving work for tin. The lode in the 70, west of Hand's shaft, is 18 in. wide, worth 6l. per fathom for tin. The lode in the 60, west of Hand's shaft, will produce 3 tons of ore per fathom. The lode in the 50, west of Hand's shaft, will produce 1 ton of ore per fm. The lode in the winze sinking below this level will yield 2 tons of ore per fathom. The lode in the 40, west of Hand's shaft, will produce 1 ton of ore per fathom. The lode in the 70, west of the cross-cut, on the north part, is 2 ft. wide, opening tribute ground; 5 fathoms behind this end there is a rise in the back of the level, and the lode here will yield 2 tons of ore per fathom. All other places are without change since our last report.

RENNIE LAXEY.—R. Rowe, Feb. 11: Since my report of Sept. 27 last, our workings have mainly consisted in defining the position and run of the various lodes in this sett, and in doing so have made further discoveries. The new copper ore bearing lode (from which samples were forwarded to you) will, I consider, be an important adjunct to the other several promising lodes before known; and, mores especially, as it will form a junction with the blende courses and No. 1 lead lode near the engine-shaft: I look to this junction with confidence for good results. We have also at the bottom of the old mine, about 20 fathoms deep, some good lead; and as the new engine-shaft is already sunk 16 fathoms, with a new 50-ft. water-wheel erected on it at surface, I am anxious to resume the sinking as quickly as possible to the depth of, and below, the old workings, in order to prove the ore already discovered, open out new levels, and press on to the before-named important junction; this will be the most rapid way in which to open out the mine, and realise its producing capabilities. The other lodes continue to be equally suggestive of future value. I trust to receive early orders to start the mine in full operation.

RHAFNA.—H. Rawson, Feb. 21: The inner end of the level C is still improved and improving; the lode is about 3 feet wide, containing a mixture of lead throughout the whole width of the lode, and there is also a string of lead lying on the hanging-wall, from which I have brought out this morning fine stones of lead and spar mixed together, and almost from blende; it is looking better than I ever saw it before. The stope in the same level is also looking better than when last reported on. We have got 5 tons 5 cwts. of clean lead ore and about 1 ton undressed, as also 33 tons of blende ready dressed, with about 5 or 6 tons undressed. I think we shall be able to start our dressing operations again to-morrow, if the weather should continue as it is to-day.

ROARING WATER.—Capt. Thomas, Feb. 21: The stope on Grady's lode, west of shaft, is improved during the past week; the lode is looking better than I have yet seen it, and I have no doubt, from its present appearance, it will continue to improve. It is certainly a fine looking lode for the depth. We hung a windlass yesterday over the stope, which will facilitate the discharge of water and stuff. The stopes at Bush's shaft are also very much improved, at present producing the richest description of silver grey ore, purple and yellow copper ore. A box of ore from Grady's and Bush's stopes will leave Cork to-day, *via* Bristol, for London, which will speak for itself. I am glad to inform you that I have at last succeeded in chartering a vessel to ship the ore to Swansea; as soon as the ore is shipped I will let you know. I have just come up from the mine. The improvement is a very decided one. The lode is fully worth 30l. per fathom.

ROBOROUGH DOWN.—T. Foote, Wm. Johns, Feb. 21: The lode in the 20 fathom level east has improved, being now 18 inches wide, and producing good work for tin, and likely to improve as the level advances east towards the trial shaft. The lode in the stope in the back of this level still continues large, and producing good work for the stamps. The water is sinking down from the trial shaft, and there is no doubt that it will soon be dry. We shall commence sinking this shaft as soon as possible, so as to get a communication with the 20 fm. level east, which will lay open a long piece of productive ground for stoping, and will ventilate this part of the mine. We have not been able to do anything on the dressing-floors during the past week, owing to the very severe weather, but we have now a change, and shall push on the dressing and other surface work as fast as possible.

ROSEWARNE UNITED.—T. Richards, E. Carthew, W. Temby, Feb. 22: The lode in the engine-shaft, sinking below the 50, is still further improved, and is now worth from 35l. to 40l. per fm. for copper ore. The lode in the 50 east is unproductive. The lode in the 50 west contains stones of good copper ore. The lode in the 20 east is 15 in. wide, of a promising appearance. The stope in back of the 40 west is worth 30l. per fm. for copper. The pitches in the mine are looking quite as well as for some time past.

SILVER VEIN.—J. Seccombe, E. Burn, Feb. 18: Setting Report: To rise a winze on the course of the lode in back of the 50 north, by six men, at 5l. 5s. per fm.; ground favourable; lode producing 12 cwts. of ore per fm. for the length of rise; when this is communicated to the winze in bottom of the 40 this level will be well ventilated, and we shall be enabled to resume the driving. To sink the winze on the course of the lode in bottom of the 40 north, by six men, at 8l. per fm.; lode yielding 1 ton of ore per fm.; this will, when holed to the rise in back of the 50, open some tribute ground. The 60 north could not be re-set in consequence of the water being in that level, but will be as soon as possible; the water being very quick we cannot do much at this level, therefore we shall employ the men in the 40 north when they are not able to go to the 60. The lode in the 40 end is 2 ft. wide, composed chiefly of capel and quartz, with saving work for ore. In the 60 end we have intersected the east and west lode, but the increase of water has prevented our seeing much of it. We have let a pitch in back of the 40 north, on western part, to four men, at 10s. in 1l., and three in back of the same level, at 12s. in 1l. Penrose's pitch, on the western part, continues to look well, and is yielding 2 tons of ore per fathom.

SORTRIDGE CONSOLS.—J. Richards, Feb. 23: In the 50, or Mayne's cross-cut south, good progress has been made, and the ground continues favourable. Gilbert's winze having reached the depth of the 50 is supended, and the men are put to stope east and west thereof, where the lode is worth 1 ton of ore per fm. In the 50, east of Mayne's cross-cut, on No. 1 south lode, the lode is 18 in. wide, composed of quartz, mundic, and occasionally good stones of ore. In the 20, east of the eastern shaft, on the south part of the main lode, the lode is showing improvement; it is from 2 to 3 ft. wide, composed of capel, mundic, quartz, and saving work of copper ore. In the deep adit level north good progress is being made, and the ground continues easy.

SOUTH CARADON WHEAL HOOPER.—W. C. Cock, Feb. 18: The ground in the rise in back of the 54, against new shaft, is a little more favourable. Our progress in the new shaft is slow in consequence of the water. The severity of the weather is such that we can do but very little indeed towards the surface work; to-day, however, there appears to be a favourable change in the weather, and if it continues we shall be able to get on faster with our surface work next week.

SOUTH CARN BREA.—I. Richards, Feb. 20: The water is so quick in the flat-rod shaft that we can do but very little in sinking, it is thought advisable, therefore, to suspend operations here for a short time until the water shall have become less.—Flat-rod Shaft: The lode in the 118 east is 4½ ft. wide, composed of capel, quartz, peach, mundic, and tin, worth 6l. per fm. In the 108 east the lode is 2½ ft. wide, consisting of quartz, capel, mundic, and a little black oxide of copper and tin, worth 2l. per fm. The ground in William's cross-cut north, at the 108, continues without alteration. In the 98 east the lode is 1½ ft. wide, composed of capel, quartz, peach, and a small portion of tin ore.

SOUTH CONDURROW.—J. Vivian, Wm. Williams, Feb. 18: The engine-shaft is now 9 fms. 2 ft. 3 in. below the 20. We intend to commence driving the 30 fm. level cross-cut south on Wednesday next, and hope to intersect the middle lode by our next setting-day. The 20 fm. level cross-cut, south from the engine lode, is now in 20 fms., and the same level, north from West Basset lode, is in 6 fms., having about 14 fms. to drive to communicate, which, we believe, we shall effect within a fortnight. In the 20, north from engine lode, west of engine-shaft, we are in 5 fms. 9 in., and from the change in the granite we appear to be near the lode. We intersected this lode in driving north on the cross-course, which is about 12 fms. further east than the present cross-cut, and found it impregnated with carbonate of copper, but the ground was in such a decomposed state, and our drivage so difficult to keep open, that we have thought it best to reach it at the point at which we are now driving, where it will be clear from the influence of the cross-course.—Engine Lode: We have sunk 2 fms in the winze under the 10, but no alteration to notice since the last report; we shall not open on this lode at the 10 until the communication has been opened with West Basset lode, as we are at present deficient in ventilation, which this communication will afford to both parts of the mine, and which is much wanted, but more particularly in the workings about the engine-shaft, on the engine and middle lodes in a soft decomposing granite, such as our mine is in; a thoroughly good ventilation is of the greatest importance for facilitating all our operations, and the opening the ground by cross-cuts will most completely effect this object, while at the same time affording the means of a cheap and speedy trial to the numerous lodes which traverse the sett.—West Basset Lode: Pending the holing of the 20 fm. level cross-cut, which, as before stated, we hope to effect within a fortnight, we have thought it best to suspend the driving of the 20 west, but shall resume it immediately this object has been accomplised, together with the driving of the 20 east, the 10 east and west, and the deep adit level east. In the deep adit level, west of new shaft, the lode is at present in two branches, which seem likely soon to form a junction again. There is no alteration worthy of particular notice in the tin ground, which we are stopping at different points.

SOUTH CRENVER.—E. Chegwin, Feb. 21: In the adit end, driving west of cross-cut, on north lode, the lode is about 9 in. wide, producing stones of mundic, but ground not quite so favourable for driving.

SOUTH DARREN.—J. Boundy, Feb. 20: The improvement noticed in my report of last week in the 60 west still continues to look well; the lode at present is 3 ft. wide, containing good mineralised killas, carbonate of lime, lead, and copper ore, at present worth fully 20l. per fm., and promises further improvement. I would also remark that the ore has been met with hereabout 25 fms. sooner than at the other levels. The lode in the 50 west is 3½ ft. wide, worth for lead and copper ore 20l. per fm.; the length of ore ground passed through at this point is about 4 fms., valued at from 10l. to 20l. per fm. for lead and copper. The lode in the 40 west is 2½ ft. wide, composed of dark killas, sugary-spar, carbonate of lime, lead and copper ore, valued at 15l. per fm.; the length of ore ground passed through here is about 26 fms.; the first 20 fms. the lode was valued at 30l. per fm., the remaining 6 fms. from 10l. to 16l. per fm. The lode in the 30 west at present has split into two parts; we are continuing the level on the north part, which looks most promising; it is composed of good clay-slate, carbonate of lime, lead and copper ore, present value 5l. per fathom; the ground at this point is congenial for mineral, and water issuing from the end. I expect an improvement soon, the length of ore ground passed through at this point is about 50 fms., of which 18 fms. is still standing, except a few fathoms which has been stoped away during the last two months; this piece of ore ground has been valued at from 10l. to 25l. per fm. The lode in the stope over the 40 west is 3 ft. wide, and worth for lead and copper about 30l. per fm. I wish to remark here that at present we are only taken away about half the ore stuff broken from these stopes, the remainder all allowed to remain on the stull, to enable the men to reach the back. The lode in the stope over the 30 west from the winze is 2½ ft. wide, present value for lead and copper 16l. per fm. The lode in the stope over the 30, east from the winze, is 2 ft. wide, valued at 10l. per fm. for lead and copper. The lode in the 20 west is 2 ft. wide, valued for lead and copper about 10l. per fm.; the length of ore ground passed through at this point is about 6 fms., which has been valued at from 8l. to 10l. per fm. The lode in the shallow adit west is about 2 ft. wide, with spots of copper, sulphur, and lead, but not enough to value. In the shallow adit east no lode has yet been met with.

— J. Boundy, Feb. 16: We have taken down the lode in the 60 west, and I am glad to inform you that a decided improvement has taken place, the lode at present is 2½ ft. wide, and as far as taken down it is worth for lead and copper 20l. per fm., and is promising a speedy improvement. The lode in the 50 is all the width of the end, and worth for lead and copper about 20l. per fm. No lode taken down in the 40 for the past week. The lode in the 30 is split in two parts, containing a little lead and copper. The lode in the 20 is 2 ft. wide, and worth about 10l. The stopes in the back of the 40 are looking very well. In other parts no alteration to notice. In consequence of the frost and snow all the machinery, together with the dressing department, have been frozen up for some days past; at present I do not see any sign of a change

SOUTH DOLCOATH.—W. Roberts, Feb. 22: In the 70, driving west, the lode continues 1 ft. wide, producing rich stones of grey ore. In the flat-rod shaft, sinking below the 36, the lode is 1½ ft. wide, composed of fluor-spar and stones of good ore.

SOUTH GRYLLS.—The agent writes, Feb. 21: The lode has improved in driving west; producing good copper ore, and opening tribute ground that will let at a fair profit to the company. We shall draw some ore to surface again to-morrow.

SOUTH HERODSFOOT.—R. Goldsworthy, Feb. 22: Since last report the 70 fm. level cross-cut has been extended west about 1 fm. 5 ft., and east 1 fm. 2 ft. I hope for an improvement in this end shortly, as it will soon be through the ground that is influenced by the cross-course.

SOUTH LOVELL.—W. Chappell, Feb. 23: The severity of the weather of late has prevented our progress in the surface-work, but I am pleased to inform the shareholders that the engine will be put to work on Friday, March 3, when we shall lose no time in forking the water and operating on the various lodes, when I shall be able to give you the size, character, and value of each lode. We shall lose no time in preparing a parcel of tinstuff for the market. Next week I hope to give you more particulars.

SOUTH WHEAL GRENVILLE.—G. R. Odgers, Wm. Bennetts, Feb. 18: We have cleared and secured the shaft as deep as the back of the adit, and hence we shall shortly drive the adit west with all speed.

ST. DAY UNITED.—J. Cock, J. Gilbert, C. Oates, Feb. 16: The 104, west of Trevivian's shaft, on the tin lode, is 4 feet wide, and worth 15l. per fm.; the winze sinking below this level is also worth 15l. per fathom. The men are taking down the north part of the lode in the 184, west of Billing's shaft, which we have found to be worth 16l. per fm. The 174, west of Billing's shaft, is worth 14l. per fm., and looking very promising. The 174, east of Oppie's shaft, is worth 10l. per fm. Our stopes, east of Billing's shaft, are disordered by the slide, consequently they are not looking quite so well, but we hope when we get under it they will again improve to their former value. Our water at Oppie's is still increasing, and we are making slow progress in sinking the shaft. All other places without change to notice.

ST. IVES WHEAL ALLEN.—John Nancarrow, J. Daniel, Feb. 21: There is no alteration of importance in any part of the mine since the report was presented at the general meeting on Friday last.

ST. JUST CONSOLS.—John Carthew, William Williams, Feb. 21: For the last few days we have been stoping under the 5, west of the Guide shaft. We are very pleased to report a good lode of tin, 3 feet wide, in the bottom of the stope. The shaft is now down 6¼ fathoms under the adit level. After we have stoped about 3 feet further west we shall continue the sinking of the shaft in the lode. The stopes on the new lode are looking well.

ST. JUST UNITED.—R. Pryor, W. R. Rutter, Feb. 22: Saveall's Lode: The lode in the sump-winze, sinking under the 62, is worth 6l. per fathom. The lode in the 62, driving east of engine-shaft, is worth 3l. per fm. In ditto, driving west, the lode is worth 5l. per fm. In ditto, driving east from rise, the lode is worth 5l. per fathom.—North Lode: The lode at the shaft sinking under the 74 is worth 6l. per fm. The lode in the 74, driving east, is worth 4l. per fm. The lode in ditto, driving west, is worth 6l. per fm. The lode in the winze sinking under the 62, west of shaft, is worth 4l. per fathom.—Owl Lode: The lode in the 62, driving south of shaft, produces a little tin. The lode in the 50, driving north, is worth 5l. per fathom. The lode in the 40, driving south, is worth 4l. per fm. The lode in the rise in back of the 40 is worth 7l. per fm. The lode in the 20, driving north, is worth about 3l. per fm.—Venton Lode: The lode in the 20, driving east of shaft, consists chiefly of gossan and peach, with occasional stones of tin.

TOLVADDEN.—F. Gundry, Feb. 23: We have cut the lode in the 103, which has considerably increased the water; but no other alteration since last report.

TRENCROM.—Wm. Arthur, H. Woolcock, Feb. 23: There has been nothing done in the 110 fm. level, east of Hollow's, during the past week. The lode in the 100 fm. level, east of Hollow's, is 2 feet wide, worth 4l. per fathom. The lode in the 90, west of Giesler's engine-shaft, is 15 inches wide, worth 4l. per fathom. The lode in the 90, east of Hollow's shaft, is 16 inches wide, worth 7l. per fathom. The lode in the 70, east of Hollow's shaft, is 15 inches wide, worth 2l. per fathom, with an improved appearance. The lode in the rise in the back of the 50, east of Hollow's, is 1 foot wide, worth 3l. per fathom. The lode in the 40, east of Hollow's, is 14 inches wide—saving work for tin.

TREVENEN AND TREMENHEERE.—J. Medlen, Feb. 23: Our setting on Saturday runs thus:—Trevenen shaft to sink below the 162, by ten men and two boys, at 15l. per fathom; it has greatly improved, now worth 20l. per fm. The 162 to drive west of this shaft, by four men, at 5l. 5s. per fm., worth 5l. per fm.; this level to drive east, by two men, at 2l. 2s., worth 4l. per fm. The new sumpmen are securing and preparing the shaft for sinking below the 162; the shaft is worth 12l. per fm. The 162 to drive east of this shaft, by two men and two boys, at 4l. per fm., worth 7l. per fm. We also set to 23 tributers, at an average tribute of 10s. 3d. in 1l.

VALE OF TOWY.—A. Waters, T. Harvey, Feb. 21: Field's shaft, sinking below the 110, is apparently through the blende deposit, the lode in the present bottom being composed of quartz and sandstone of the nature of the country rock, and at present without ore of any kind. We are of opinion that when this lift is down we shall be able to speak pretty clearly as to the future of the mine. In the 124, south of Clay's, and now within about 8 fms. of Field's, the lode is 4 to 5 ft. wide, yielding good blende-stuff throughout. The stope behind the end is not looking quite so well, the lode being smaller. There is a rich blende in the bottom of the 110, directly over the stopes, and we have no doubt that the latter will improve in yield as we get up. Curtis's pitch, in back of the 110, over the rich lode mentioned, is worth 3 tons of blende per fm. Harris's pitch, in bottom of said level, 5 fms. north of Field's, is worth 2 tons per fm. Jones's pitch in the same level, south of Curtis's limits, is worth 1½ ton per fm. Williams's pitch in the 110, south of shaft, is worth 2 tons of blende per fm. The other blende pitches are without change to notice. We have three men getting barytes in the 80, south of Field's, at 4s. per ton; lode 6 ft. wide, worth 6 to 10 tons per fm. The severe weather has prevented us dressing, but we hope to sample 60 tons of blende on Saturday next.

VIGRA AND CLOGAU (Gold).—J. Remfry, Feb. 22: The severe frost which we have had during the last fortnight having broken up, we were able to commence stamping to-day.—St. David's: The lode in the western driving, No. 2 shaft, has improved in appearance during the last day or two; yesterday we broke from here a little visible gold. The lode in the stope east, in the 5 fm. level, is strongly intermixed with slate, and the lode is at present looking poor, but will, no doubt, improve after a few fathoms driving. In No. 2 stope, above the western level, lower adit, the lode is improving in size and character as we approach the elvan; we broke from here a few specimens of visible gold yesterday, some of which is still to be seen in the rock, intermixed with bismuth, this being one of the places where we anticipate a shoot of rich ore. I hope in a few days to give you better news, meanwhile we are developing this part of the ground with all speed. The remaining two stopes, above the same level, have not further improved, the lode being in both places between 2 and 3 feet wide, composed of kindly looking quartz, impregnated with copper and iron pyrites. The stope in the eastern level, close to No. 1 shaft, is looking well, the lode being about 4 ft. wide, strongly intermixed with copper ore; the ground here has every indication to produce visible gold; occasionally specks of bismuth are met with. In the shallow adit we have four men driving east on the south branch; the lode is from 1½ to 2 ft. wide, the quartz strongly impregnated with iron pyrites.—Martin's Lode: No further improvement has taken place since my last.—Old Clogau Copper Mine: The south lode, worked by open cutting from surface, continues to produce good looking quartz. In the adit two men are stoping down a piece of the lode, close to the old engine-shaft, for trial.

— Arthur Dean, Feb. 24: *Telegram:* Clogau: The lode in the sink under the adit is greatly enriched. Three hundredweight of rich stuff was broken yesterday.

WALKHAM AND POLDICE.—J. Lean, Feb. 18: In sinking the engine-shaft below the 38 fair progress has been made. In the 38 north the lode is producing good stones of lead, mixed with blende; I expect an improvement as we advance in driving this level. In the 26 north in the past week we have cut up to the eastern wall of the lode, which is here full 10 ft. wide, yielding rich stones of lead ore, intermixed with mundic; we have had some good saving work from this level. We have commenced sinking the winze to communicate with the 38 below; the men have completed cutting away ground and fixing the drawing tackle for the same. In driving south of the cross-cut in this level there is no change to notice since my last. The country is congenial killas.

WELSH (Gold).—A. Dean, Feb. 21: There is no amelioration yet in the state of the weather. The snow is deep upon the mountain, and the stamps are idle. The Britten's worked yesterday, and for the day produced the large quantity of 57 ozs. of amalgam. The rich stuff in Cefn Coch Mine is not quite so good.

— A. Dean, Feb. 23: The frost and snow have disappeared, and have been succeeded by gales of wind and rain. The wind was so strong that it lifted a portion of the Cefn Coch viaduct, many tons in weight—we must move it down with iron rods to the works. The rise at Cefn Coch shaft is looking right well again—the stamps are at work. A fair quantity of gold is being extracted. At No. 1 level much slatey matter has come into and disordered the lode; doubtless it will open out again shortly. I am giving my personal attention to the construction of the arrastre, and I think it will be a very effective machine for the reduction of the sulphurets. The contractor has not, until now, been able to resume work upon the railway.

WEST BASSET.—W. Roberts, Feb. 22: Middle Lode: In the winze sinking under the 65, west of the cross-cut from Thomas's shaft, the lode is 1 ft. wide, producing good ore—tribute ground. In the 65, driving east of the cross-cut, the lode is 1 ft. wide, tribute ground. In the winze sinking under the 52 the lode is 2 ft. wide, good tribute ground. In the 52 east the lode is 1 ft., wide, producing good stones of ore. The lode in the 42 east is 1½ ft. wide, producing 1 ton of ore per fm. In other parts there is no alteration to notice.

WEST GREAT WORK—(*Special Report*).—Captain Edwin Hosking (of Carn Brea Mines): Paull's engine-shaft is sunk to the 26, and the shaftmen are now cutting plat and preparing to drive the cross-cut north and south to cut the different lodes seen in the levels above.—No. 2 Lode: In the 16 east the lode in the end is larger than it has been in the 8 fm. level, being from 2 to 2½ feet wide, worth 10l. to 12l. per fathom; driving at 35s. per fathom. In the same level west the lode is worth 7l. per fathom; driving at 40s. per fathom.—The 8 Fathom Level: The lode in the western end has a very kindly appearance, and is worth 6l. per fathom; driving at 40s. per fathom: this level driving east is yielding tinstuff that will pay for stamping. In the adit level a cross-course has been intersected, the lode in the end being now worth 5l. per fathom.—No. 3 Lode: The 8 is driving east and west through good tin ground; some of it is working, and other pitches will be worked, at about half tribute. The lode in the east end is worth 5l. per fathom. In the 16 fm. level Nos. 2 and 3 lodes intersected each other, where the lode is now larger than it was in the level above. In the past four months I think the mine has greatly improved, and is looking kindly for a still further improvement, as there are several lodes in the adit that will intersect each other at the deeper levels, and will, no doubt, cause the like results that Nos. 2 and 3 lodes have done in the 16 fm. level. There is a cross-cut being driven north to cut Acre lode, from which there have been immense quantities of tin raised by the ancients; when this lode is cut I have no doubt it will greatly enhance the value of the mine. There is ample machinery erected for working the mine to a considerable depth. There has been 2 tons 15 cwts. of tin sold, the produce of 14 days' stamping (since the erection of the stamps), and the mine is now in a position to sell 5 or 6 tons per month, which will almost meet the cost. All this is coming from a depth of 16 fathoms only, and if the lode improves as much from the 16 to the 24 fm. level as it did from the adit to the 16 fathom level, I think you may reasonably expect a dividend before the end of the present year.

WEST SHARP TOR.—W. Richards, Feb. 20: We have suspended the adit level for the time, and put the men to drive the 150 fm. level west of Morris's engine-shaft, the object being to get this level over the ore ground in the back of the 162, and if it holds up, a winze could then be put through to the 162, and the stoping be carried on underhand in this large lode much more expeditiously than at present. The part of the lode now being cut into in the No. 5 cross-cut, in the 162 west, is chiefly composed of iron and quartz, with a little mundic and grey copper. The lode in the rise in the back of the 162 is worth fully 21l. per fathom for copper ore, intermixed with splendid gossan. We have not yet cut through the lode in the No. 6 cross-cut, in the 162 east; it continues to be hard blue capel, quartz, and peach, containing some mundic and yellow copper ore occasionally. The ground in Morris's shaft is still elvan, and favourable for progress. We will get it down to the next level as early as possible.

WEST WHEAL VOR.—J. Southey, Feb. 22: Gundry's engine-shaft is sunk below the adit level 21 fms. The shaftmen are now engaged driving the cross-cut north to ascertain the size and character of the lode at this point, which we hope to prove in the course of a few days. Good progress is being made in the adit cross-cut. The engine and pitwork continue to work well.

WHEAL AGAR.—Wm. Roberts, Feb. 22: In the 100 east the lode is 1¼ ft. wide, composed of spar, mundic, and stones of ore. The lode in the 90, east of Windstow, continues 2 ft. wide, producing good stones of ore, and is likely to improve; in the same level west the lode is 2½ ft. wide, composed of spar, mundic, and a little tin, but not enough to value. In the 60, east of the cross-cut from Windstow shaft, the lode is 1 ft. wide, producing very good stones of ore. In the 80, east of the old whim-shaft, the lode is 1½ ft. wide, producing saving work for tin. All other operations are progressing favourably, but without any improvement to notice since last report.

WHEAL CREBOR.—J. Gifford, Feb. 21: On Saturday the following bargains were set:—The 108 fm. level to drive east by the side of the lode, by six men, stent 3 fms., at 8l. per fathom. The 103 fm. level to drive west by the side of the lode, by six men, stent 3 fms., at 8l. per fathom; the lode in the above ends is going down more perpendicular than where seen in any other part of the mine, and a change in the country on the north side, being more close and spare for driving, such as might be expected to accompany a large and productive lode, which there is every reason to expect in these levels. The 96 west is for the time suspended, until we have driven some few fathoms further, both east and west, in the 108, so as to have a greater space for fork, &c., when we let down the water from the old workings, and we have put the men to sink a winze in the bottom of the 96, about 28 fms. west of shaft, in order to have it down by the time that the 108 is driven up to that point; the lode is 7 ft. wide, worth 6 tons of copper ore per fm., or 30l. We have not set to the men as yet, as they are engaged in putting in timber to secure the stull in the back of the level, but shall do so in the latter part of the week. The stope in the back of the 96 west, in consequence of its being full of stuff, and the south part of the lode not taken down, we did not set on Saturday, but shall set it in the latter part of the week; the lode is worth 15l. per fathom. The cross-cut south in the 96, west of Cock's shaft, by six men, stent the month, at 4l. 10s. per fathom. The 96 east by six men, stent 3 fms., at 5l. per fathom; the lode is 5 feet wide, 1½ ft. on the south yielding saving work, but not so good as last reported. The stope in the bottom of the 84 east, east of Hoskins's winze, by two men, at 3l. per fm.; the lode yields 3 tons of copper ore per fathom. The stope in the bottom of the 84 east, west of Hoskins's winze, by two men, at 3l. per fathom; the lode yields 3 tons of copper ore per fathom. The 84 east to drive by four men, stent 4 fms., at 3l. 15s. per fm.; the lode in the present end is 2 ft. wide, yielding 2½ tons of copper ore per fathom, with every prospect of improving, as it is now just under the perpendicular, where the ore ground came in at the 72, and the lode found to be largest in the bottom of the level. In the 72 east we have intersected another cross-course, which is about 9 fms. east of the one met with three months since; the same has disordered the lode for the last 6 ft., but we have cut the lode on the east side of it, which is looking more kindly, and is 1 ft. wide, composed of mundic and copper ore intermixed, and likely to improve. This end is suspended for the time, and we have put the men, with four others taken from the stope in the back of the 96 west, to sink a winze in the bottom of this level, about 4 fms. before the 84 fm. level end, and where, from present appearances, we shall open out good tribute ground. The 48 fm. level east to drive by six men, stent the month, at 4l. per fathom. W. Evans's pitch, in the back of the 84 east, by two men, for two months, at 12s. 6d. in 1l. The other two pitches have one month longer take.

WHEAL EDWARD.—Geo. Rowe, Feb. 18: The lode in the 61 west still presents a very flattering appearance, being composed of quartz, mundic, and ore, disseminated throughout with large vughs, containing a portion of white iron, intermixed with mundic and ore of good quality. The stoping in bottom of the 61 east is progressing well.

WHEAL ESTHER UNITED—(*Special Report*).—W. Teague (of Tincroft), Feb. 7: The sett is very extensive, being over one mile from east to west on the course of the lodes, and from north to south of considerable extent, embracing several well-defined lodes, most of which produce tin on the back of low quality, showing the lodes to be highly mineralised, and worthy of prosecution, and more especially so on account of the never-failing stream of water you have the right of, which can be used to great advantage both for pumping and stamping when the proper time arrives. In the adit level, on Pascoe's lode, driving west, I consider you have fair chances of success; this being a caunter it will intersect two other lodes in about 30 fms. driving, an object I strongly recommend being carried out, the cost of which will not far exceed 100l., while the advantages may be considerable. I would also recommend the sinking of a shaft on No. 4, or Tremarland lode. I think the first 2 fms. could be sunk by hand pump or windlass; if after that the water should prove too powerful for these I should think you could erect a turbine wheel or hydraulic pump; either of these would, with the present stream of water, enable you with a 6-in. lift to sink several fathoms; the expense of erecting either of the above would not be near that of erecting a wheel to perform the same amount of work. I consider the appearance of the lode warrants the outlay that I have suggested; and being left in the hands of Capt. Rowse to carry out, who I believe to be energetic and economical in his movements at the mine, you will not have cause to repent.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Feb. 18: The lode in the 120 west is 2 ft. wide, of quartz, &c., yielding a little tin, and looking more kindly. The lode in the 110 east is producing stamping work. The lode in the 110 west is from 3 to 4 ft. wide, producing good work for tin, worth 14l. per fm. Two stopes above this level are worth 12l. and 15l. per fm. each. The 100 east is 3 ft. wide, and yielding some excellent work for tin, worth 12l. per fm. The stope above this level is worth 8l. per fm. The lode in the winze sinking below the 100 west is 3 ft. wide, worth 15l. per fm. The stope above this level is worth 10l. per fm. The lode in the winze sinking below the 90 east is worth 10l. per fm. Two stopes above this level are worth 8l. and 10l. per fathom. The lode in the 90 west is 15 in. wide, producing a little tin. The stope above this level is worth 7l. per fm. The lode in the rise above the 80 east is 2 ft. wide, and worth from 8l. to 10l. per fm. Two stopes above this level west are worth 15l. and 7l. per fathom. All other places as before reported.

WHEAL GRENVILLE.—G. R. Odgers, W. Bennetts, Feb. 23: The lode in the 110 west is 3½ ft. wide, producing good work for tin, worth 15l. per fm. The lode in the winze sinking below the 100 west is producing good work for tin, worth 15l. per fathom. All the other places are looking much the same as before reported.

WHEAL GRYLLS.—E. Rogers, J. Pope, Feb. 23: Fisher's Lode: At the 40 fathom level, driving east of Annie's engine-shaft, the lode is 18 in. wide, worth 3l. per fm. In the stopes in the back of this level the lode is worth 10l. per fm. At this level, driving west, the lode is 6 in. wide, producing a little tin. At the 30 fm. level, driving east of Grylls whim-shaft, the lode is small and poor. Pressure shaft is down 3 fms. below the 20 fm. level; the lode is in a disordered state and unproductive. At this (the 20 fm. level) we have cleared 30 fms. east of this shaft, in order to resume driving the end. At the 10 fm. level, west of Jones's whim-shaft, the lode is 18 in. wide, and worth 2l. 10s. per fm.—Standard Lode: In the cross-cut driving north of the western shaft we have intersected the north part of the lode, but there has not been sufficient done to ascertain its value. At the 12 fm. level from surface, driving east of Badger's shaft, the lode is 3 ft. wide, producing tinstone that will leave a small profit on stamping.—Georgia Lode: At the 30 fm. level driving south the lode is 1 ft. wide, unproductive, and is therefore suspended. In the cross-cut west of Georgia shaft (at this level) we have intersected the copper lode, which is producing rich stones of copper ore.

WHEAL HARRIETT.—S. Williams, Feb. 18: The lode in the 130 east end is worth for tin 5l. per fm. The lode in the 115 west end, from east cross-cut, is producing stones of copper ore, but not to value. The lode in the stope above this level is worth for copper ore 6l. per fm. The lode in the 115 east end, from western cross-cut, has improved for copper ore, worth 6l. per fathom. The ground in the 90 fm. level north cross-cut is favourable for driving.

WHEAL HOPE.—D. Reece, Feb. 21: The 65 west produces good stones of lead ore at times. There is no alteration to notice in the 68 east. In the 48 east the lode is 2 feet wide, improved to good saving work. The water will be in fork to the 75 to-morrow, when we shall prepare to arrange the lift, &c. The tribute pitches are much the same as for some time past.

WHEAL KITTY (St. Agnes).—S. Davey, W. Polkinghorne, Feb. 18: In the 82, driving west of Holgate's shaft, we have met with the caunter cross-course, which has thrown the lode a little to the north.—Pryor's Lode: In the 65, driving west of new shaft, we have no change to notice, the lode being still worth 20l. per fm. In the 65, driving east of shaft, the lode is not quite so good as when last reported, now worth for tin 5l. per fathom. In the 54, driving west of shaft, the lode is 3½ ft. wide, worth for tin 12l. per fathom, with a good appearance. In the 54, driving east of shaft, the lode is worth for tin 9l. per fm. In the 44, driving west of shaft, the lode is disordered by a cross head, which has for the present lessened its value, and worth for tin 8l. per fm. In the 44, driving east of shaft, the lode is worth for tin 6l. per fm. The men are still dessuing the lode in the 34, east of shaft, but we shall in the course of the coming week take it down and give its full particulars in our next report. There is no change worthy of notice in the adit level west, or in either of the cross-cuts going south.

WHEAL MARY ANN.—P. Clymo, H. Hodge, Joseph Harris, J. Stevens, Feb. 23: Clymo's shaft is sunk 7½ fms. under the 200; the cross-cut in this level is extended 8½ fathoms towards the lode. In the 190, north of Clymo's shaft, the lode is 2 ft. wide, worth 5l. per fathom. In the same level south the lode is 2½ ft. wide, worth 10l. per fathom. In the 180 north the lode is 2 feet wide, worth 6l. per fathom. In the same level south the lode is 3 feet wide, worth 9l. per fathom. In the 170 south the lode is split up in branches getting near the slide, but producing a little ore. In the same level, north of Pollard's shaft, we are still driving by the side of the lode. The stopes and pitches are producing much as usual.

WHEAL MARGERY.—Richard James, Wm. Rogers, Feb. 23: In the 122, east of the American shaft, the lode has improved, and worth 10l. per fathom.

WHEAL NORRIS.—J. Andrews, Feb. 18: We are driving the 45 fm. level end, east of Carter's shaft, by the side of the lode in favourable ground for progress. In the 45 fm. level cross-cut south we have intersected the No. 5 lode, which is 3 ft. wide, and the south part of the lode carries mundic and yellow copper ore, which is altogether a new feature, as we have never seen a trace of mundic or copper ore in this lode in either of the levels over; this lode appears to be undergoing a change from tin to copper ore, which looks well for deeper levels. In the 35 fm. level cross-cut north the ground is at present rather spare for driving. In the 35, driving east of cross-cut, on new lode, we have taken down scarcely any lode for the week; the men blasted a hole into it yesterday, which broke out about 1 ft. of the north part of the lode, and so far as seen it is producing more ore again, and looking very healthy indeed. In driving the side tye at the 25 we have holed to the old gunnies, but there appears to be a break-down a few feet before the end; however, judging from present appearances, I think we are near the end of the crush; as soon as this is completed, and the water taken up in launders, we shall resume the sinking of Carter's shaft immediately after. There is little or no change in the tribute department. In consequence of the severe frost and snow in the past week ore dressing operations have been entirely shut up, but I am glad to say the weather has now moderated, and I hope we shall be able to resume dressing on Monday.

WHEAL SIDNEY.—W. Edwards, Feb. 23: In consequence of the late heavy rains the water has risen so far in the mine as to impede the driving in the 46 cross-cut north, and I am sorry to say that shortly after starting the pumping-engine we discovered a leakage in the boiler, which caused a delay of a day or two in repairing the same; however, I am now happy to say it is again working well, and forking the water fast. I hope to resume driving again in a few days.

WHEAL SPARNON.—E. Chegwin, Feb. 17: The sumpmen have been engaged taking up water in the adit level. The water is 2 feet below the back of the 20. Nothing has been done in the 20 for the week.

WHEAL TRELAWNY.—Capt. Johns, Feb. 20: Our various points of operation in the mine are progressing most satisfactorily; and in the 182, south of Smith's engine-shaft, the lode is worth full 30l. per fathom. In the same level, north of shaft, although we have not yet reached the shoot of ore gone down in the level above, the end is presenting a good appearance, and opening out tribute ground. In all the other ends we are driving by the side of the lode, and no lode will be taken down before our next setting-day. The severity of the weather here of late has rather impeded our progress in the dressing department, but, however, we shall be all right with our next sampling, which will be about the usual quantity.

WHEAL TREVENNA.—T. Jennings, Feb. 23: The lode in the end of the 15 fm. level, east of Highburrow shaft, is 1 ft. 6 in. wide, rich for tin; west of ditto, 6 ft. wide, producing good work for the stamps, and opening up good tribute ground. The lode in the shaft, sinking below the 15, is 4 ft. 6 in. wide, producing from 10 to 12 cwts. of tin to the 100 sacks of stuff. All things are going on well at the mine, and we are looking well throughout.

WHEAL UNY.—S. Coade, M. Rogers, Feb. 18: The shafts and ends are progressing favourably, and of the same value. We have sold this day 11 tons 17 cwts. 2 qrs. 14 lbs. of black tin.

WHEAL VLOW.—J. Tonkin, W. Johns, Feb. 20: The engine-shaft below the 20 is worth 40l. per fm. for the length of shaft, 12 ft.; lode 4 ft. wide; the shaftmen are now engaged fixing a plunger-lift. In the 20, east of this shaft, the lode is 4 ft. wide, worth 12l. per fm.; price of driving 70s. per fm. In the 20 west the lode is 3 ft. wide, worth 10l. per fm.; price of driving 60s. per fm. In the 10 west, 30 fms. before this end, the south part of the lode is worth 10l. per fathom; driving at 90s. per fm. We have now about 200 fms. of ground laid open over the 20, which has been worth in driving about 10l. per fm. on an average; this ground can be stoped for about 50s. per fm.

YARNER.—R. Barkell, Feb. 22: The ground in the new shaft is without change, and still good; the water has increased a little. The lode in the 40 east has improved since last report, and looking very promising. Owing to the bucket-rod dividing in the lift, the water has been in for the last two or three days, therefore we have not done much in the end during the week; it is all right again, and the water nearly in fork.

PRICES OF MATERIALS,

As charged at EAST MARGARET MINE during the following months:—

Description.		Aug.		Sept.		Oct.	
Hoop iron	per cwt.	13s. 6d.		13s. 6d.		—	
Nails 4 in. patent	"	—		19	9	—	
Ditto 3 in. ditto	"	—		4	7	—	
Iron shovels	"	28	0	—		—	
Steel point ditto	"	48	0	—		—	
Leather	per lb.	—		—		1	8
Longsound timber	per foot	0	8	0	9	—	
Coals, delivered	per ton	12	0	12	6	12	6
Best candles, ditto	per doz.	5	3	5	5	5	5
Tallow, ditto	per cwt.	—		46	9	—	
Grease, ditto	"	26	0	—		—	
Powder, ditto	per 100 lbs.	46	0	—		—	
Safety-fuse, ditto	per coil	0	5	0	5	—	
Hemp, ditto	per lb.	—		0	5½	—	
White yarn, ditto	"	—		0	6	—	
Hilts, ditto	per doz.	—		1	9	—	

STARTLING ANNOUNCEMENT—OUR GREAT RAILWAY SYSTEM IN DANGER.—We received a letter on Monday last from Mr. W. H. James, C.E. (eldest son of the late Mr. William James, of Warwick, the well-known founder of the present railway system), authorising us to state—That he has invented an improved mode of transit, whereby passengers may be conveyed 100 miles at the very small charge of one shilling each, provided there are sufficient travellers; and for great distances at the rate, if desired, of 100 miles an hour and upwards, when there are no intermediate stoppages, with greater safety and much greater comfort than on the present railways; and that this improved system of transit may be brought into general use in less than one-tenth part of the time, and at less than one-tenth of the cost, of the present railway system. Mr. James requests us to add that he is confined to his room through illness, and, therefore, hopes that no personal application will be made to him on this subject at present, as it is his intention the moment he is better to communicate his plans to the public through the medium of the press.—844, *Old Kent-road, S.E.*

IMPROVED TRACTION-ENGINE.—Mr. G. W. Barnett, of Urbana, Ohio, has invented an improved traction-engine. Inequalities of surface have proved a great disadvantage to engines on common roads, for the jarring and jolting, consequent on motion, loosens the working parts, so that the whole machine gets out of repair quickly. As ordinarily made, with rigid frames, the adhesion of the wheels is very unequal, and at times in the wrong place, so that the driving-wheels exert no tractive force whatever. In Mr. Barnett's arrangement the engine and boiler, together with the principal or driving-wheel, are attached to a frame, which is within, and attached to, an exterior frame at the back part. The weight is, therefore, always on the driving-wheels, the tractive force of which is entirely independent of the position of the main frame and its wheels.

A REMARKABLE STEAM-BOILER.—The boilers of a "double-ender," building by the Providence Steam-Engine Company, exhibited such results as to astonish the practical men who witnessed the trial. The boilers stand on the deck without any chimney, so that the only draught was produced inside the boilers themselves; steam was produced in seventeen minutes from the time the fire was lighted, and in half an hour the pressure was about 70 lbs. to the inch. The safety-valve was then opened, and the steam blown off at a pressure varying from seventy to thirty pounds to the inch. At the pressure of thirty pounds the safety-valve was blocked open, but the steam could not be blown down below that point, although the safety-valve is about twice as large in proportion to the grate surface as is usual, and the fire was made of ordinary cord-wood, burning without any chimney. Instead of blowing off water from the open valve, as boilers usually do, nothing but pure steam could be seen, thus showing that no heat is lost by working water; and the products of combustion as they pass from the boiler tubes are so cooled that persons were walking on the perforated plate through which the hot gases were escaping, without burning shoes or clothing, and the hand could be held at the aperture of the tube without any inconvenience whatever. Before the boilers were fired up they were subjected to a cold water pressure of more than a hundred pounds to the inch, which they endured without complaining. The boilers are less than half the usual size, and yet they make pure steam, without any "steam chimney," in less than a quarter of the time usually required, and in far greater quantities, from weight of fuel, than any other boiler ever constructed can do. These boilers are the invention of Mr. Edward N. Dickerson, of New York, who has patented them here and abroad.—*Providence Journal.*

PUDDLING-FURNACES.—Some improvements, the object of which is to facilitate the puddling of iron and diminish the manual labour, has been provisionally specified by Messrs. Poole and Astbury, of Wellington, Salop. From the description, the furnace appears to be precisely similar to that designed by Mr. W. H. Tooth, of Stepney, a few years since. It is probably owing to the discovery of this fact that the patent has not been proceeded with.

CURE OF HOARSENESS AND SORE THROAT BY DR. LOCOCK'S PULMONIC WAFERS.—"8, James-street, Covent-garden: I had a severe cold and sore throat for some time; I could not speak, but a 1s. 1½d. box of wafers has quite cured me.—

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

GOLD IN WALES.—Castell Carn Dochan returned for the week ending the 21st inst. 3 ozs. 14 dwts. 4 grs. of Gold, from 10 cwts. of quartz—making a total of 167¼ ozs., from 34 tons 11 cwts.; the severe weather prevented doing more this week.

GREAT WHEAL VOR.—Improvements have taken place in three important levels during this week. The 184, east of Metal shaft, is now worth 40*l.* per fm.; the 184, west of Metal shaft, is also greatly improved, a large lode, and letting out much water. There is also a decided improvement in the 157 east of Ivey's shaft, and the 157 west of Ivey's continues to look well. The lode in Ivey's shaft is unchanged. The general prospects continue most satisfactory.

MAUDLIN MINES.—The discoveries in the old mine in the 70 retain their value, both east and west, and the engine-shaft is being sunk to the 80 with all dispatch. In the west mine the shaftmen are also pushing on, and there is good reason to anticipate that as large deposits of copper ore were found at a shallow depth, east of the greenstone, similar deposits will here be found in the west. We need not remark upon the effect which the discovery of these deposits would at once have upon the market value of the shares.

ROARING WATER.—A great improvement has taken place in this mine during the past week in the lower stope, on Grady's lode; in the bottom and western end the lode is fully worth 30*l.* per fm., with every probability of a greater improvement. A box of ores of extraordinary richness, direct from this point of the mine, may be seen at the office. These repeated improvements must be highly satisfactory to the proprietors, and give additional confidence in Irish mining. The captain reports he never saw the lode looking so well or promising as now, and that he believes it will be one of the richest mines in the county.

CASHWELL.—This mine is opening out rich, and bids fair to become one of the best mines in Cumberland, from the fact of its having the rich Cross Fell Mine adjoining it to the west, where the lode (same as Cashwell) yielded immense quantities of lead ores. The profit this year, it is anticipated, will be considerable.

EAST LAXEY.—The various points of operation are being energetically prosecuted, with every prospect of success. The lode at the shaft is improved and increased in width to 3 feet, composed of quartz, intermixed with lead and blende, a most favourable feature. The intersection of the new east and west lode with the north and south lodes is looked forward to with much interest. A large shareholder has recently had the mine reported upon, and he writes that a more favourable report could scarcely be penned than that he received.

EAST CARADON.—Knowing that the Journal is open to a fair discussion on mines, be good enough to allow me to insert the following:—Much and more has been written by "A Shareholder" about the recent improved prospects of the above mine, and we must not forget the gratuitous advice of the manager, some few months since, to the shareholders, not to part with their shares—the price being then from 19*l.* to 20*l.* per share. Now let us see what those improvements are, and what are the future prospects of the mine. On the caunter lode there should have been no less than eight levels driving, viz., the 50 east and west, the 60 east and west, the 70 east and west, and the 80 east and west. On the new lode six levels—viz., the 60 east and west, the 70 east and west, and the 80 east and west. On the south lode six levels—the 60 east and west, the 70 east and west, and the 80 east and west. Now, out of all these levels, there appears from the report this week, only five of the whole are being driven, and only two of these to value—viz., the 80 east, worth 5*l.* per fm., and the 80 west worth 30*l.* per fm., and this latter within a short distance of South Caradon boundary. Therefore the only level really making discoveries is the 80 east, and worth only 5*l.* per fm. The mine, it is true, made a fine bunch of ore in the 50 and 60 fm. levels, on the caunter lode; but that is very nearly gone to market, and what remains is being exhausted much faster than is consistent with a judicious working of the mine. Good dividends have been made, but they are now considerably reduced, and only kept up at the expense of suspending nearly all the tutwork explorations of the mine. Were all the levels driving that I have enumerated above to make further discoveries, the mine would not at at this moment be more than paying working expenses; and I venture to offer my opinion, that unless a discovery is soon made, the mine will not only cease dividends, but will revert back to its starting point, that of a calling mine,—90,000*l.* is a long price for a mine with twenty levels, and worth, on an aggregate, only 35*l.* per fm.—A MINE AGENT: *Liskeard, Feb.* 22.

THE GOTHIC SILVER-LEAD MINE, in which a valuable discovery has been made quite recently, is one of a series of mines in Cardiganshire that from small capitals or principal returns large interests, thereby subverting the famous apothegm of the great Duke, that large interests were synonymous with bad securities; for so good have these securities been held by the public, that the first capital, or investment, forms but a small multiple of the present selling prices, the shares being esteemed so highly that they now readily bring a value that yields but 8 per cent. per annum interest, the original profits being from 75 to 100 per cent. per annum on the outlay. The Gothic mine is situated betweeen two great waterfalls of the River Rheidol, three miles below the Devil's Bridge, in a most picturesque valley, with the banks rising from 800 to 1000 feet on either side, these points being north and south, and the river running from east to west to the sea. Most famous fortunes have been realised by Sir Thomas Bonsall, Sir Hugh Myddelton, Mr. Pugh, the Messrs. Taylors, and others, by boring into these rich hills, fraught with lead or silver-lead veins. The ground rises to the west before the adit at Gothic; and in the high ground in the past week a party of tributers have discovered a deposit of ore, that they are now working at 8*l.* per ton profit to the company, and it is supposed this ore will continue westward into a high and extensive foreield.

THE CALDBECK FELLS LEAD AND COPPER (CONSOLIDATED) MINING COMPANY.—Since last drawing attention to this well-organised enterprise there has been added to the direction the name of Dr. W. Cowan, of Edinburgh, who has become largely interested in the company. It has already been mentioned that one of the properties acquired by this company (the Roughten Gill Mine), was first worked about thirty-five years ago by a local company, which included the names of the late Robert Stephenson (the great engineer), the late Hugh Pattinson (inventor of the desilverising process), and Mr. Thomas Sopwith, F.R.S. (manager of the W. B. lead mines), when the profits divided averaged 700*l.* to 800*l.* per cent. per annum on the capital for many years—the 12*l.* paid shares having paid for years from 80*l.* to 100*l.* per annum. In consequence of this great success, the landowners refused to re-grant on anything like reasonable terms, and the mine passed out of the hands of the company, including the eminent names mentioned. The three mines (of which the Roughten Gill is one) now the property of the above-named company, have for some years been worked upon a very limited scale, but with very successful results (as will be seen by the prospectus which appears in another column). Three fourths of the capital have been subscribed for, and the application list will close on March 4.

MAUDLIN MINES.—In the Journal of June 5, 1858, we find one of our correspondents noticing these mines, as follows:—

"These mines immediately border the granite, and appear to be the centre of powerful subterranean forces. Large deposits of copper and tin ore have been found here, under a large gossan, near the surface; but towards the present bottom of the mine there has been little else but immense masses of gossan. To expect large deposits of ore again under all this gossan is only expecting things to follow their regular and natural order—equally natural as expecting grapes upon the vine. I hope this company will persevere to their deserved reward."

In the Journal of June 18, 1859, a writer under the same signature, "A Mine Captain," observes:—

"The Maudlin Mines are situated on the border or eastern flank of the St. Austell granite, with the granite both west and south, itself in killas stratum, lying in a vast pan or hollow, formed by the irregular subterrancan granite mountain. The old sett extends considerably eastward, and the additional part west is right home in the granite. Some of the lodes are regular, others not so. The large courses of ore formerly found in this sett were upon an irregular formation, sometimes swelling out to 40 feet in width. This formation, towards the present bottom of the mine (about 70 fms. from surface), has produced little else but immense masses of gossan, accompanied by small quantities of red and black oxides, green and blue carbonates, and native copper."

In speaking of the district, he says:—

"Time will not allow me to point out at present more of the mines lying dormant in this neglected district. That it is a district the bosom of which is full of hidden treasure I have plenty of reason to be fully confident, and have no fear in predicting that the day will come when will be seen engine-bobs in full action, railways and tramways, mine-burrows, and their accompanying mounds of copper ore, stretching in one vast line, all around on the flank of the granite, from the old and Great Fowey Consols by the still older and more extraordinary Maudlin."

Whoever penned this, deserves full credit for predicting faithfully, and cannot but feel satisfied with the recent discoveries at the Maudlin Mines, which bid fair to realise these early anticipations, and to show that there remained so late as 1859 at least one true prophet.

MANUFACTURE OF IRON AND STEEL.—The improvements in the manufacture of iron and steel, invented by Mr. E. H. Newby, of Leicester, consist in the utilisation of waste cinder of puddling, reheating, and steel furnaces, by introducing the same in a pulverised state into melted iron in blast, cupols, or puddling furnaces, by means of a blast, thereby reducing the said cinders into cast-iron, steel, or wrought-iron. The cinders can also be mixed with pulverised flux, such as lime, fluor-spar, baryta, or similar substances. The heat in the furnace is by these means materially increased, the melting or puddling process is accelerated, and at the same time the furnaces are made to yield a larger quantity of metal. By this process he can, without impairing the quality of the iron or steel, reduce the cinder, and extract therefrom all the metal.

SELF-EXTINGUISHING SAFETY-LAMPS.—According to the invention of Mr. B. Hammerton, of Bolton, the lamp is thus constructed:—Near the top of the tube through which the wick passes from the oil chamber in the bottom of the lamp is fixed a horizontal plate or guard, fixed to a wire passing through a tube fixed to the bottom part of the lamp; this wire is bent below, and fits in a slot in a spring, which has a catch projecting from a round plate, of the diameter of the inside of the screw, connecting the upper and lower parts of the lamp; this catch when the lamp is unscrewed is acted upon by a stud projecting from the interior of the upper part of the lamp, and the slot in the spring acting on the bent wire, to which the movable plate or guard above-referred to is fixed, presses the wick against the stationary one, and extinguishes the light before the top can be removed.

GEOLOGICAL SOCIETY OF LONDON.—The Wollaston gold medal has been awarded to Mr. Thomas Davidson, F.R.S., for the highly important services he has rendered through many years to the Science of Geology by his critical and philosophical works on Fossil Brachiopoda; and the balance of the proceeds of the Wollaston Donation Fund have been awarded to Mr. J. W. Salter, in recognition of his valuable services in the elucidation of Palæozoic fossils, and to assist him in completing his monograph on British Trilobites, and placed it, together with a diploma to that effect, in the hands of the eminent recipient.

LONDON GENERAL OMNIBUS COMPANY.—The traffic receipts for the week ending February 19 was 8334*l.* 12*s.* 10*d.*

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, FEB. 24, 1865.

COPPER.	£ s. d.	£ s. d.
Best selected....p. ton	89 0 0	90 0 0
Tough cake..... „	87 0 0	88 0 0
Tile ..... „	87 0 0	88 0 0
Burra Burra .... „	92 0 0	—
Copper wire .....p. lb.	0 1 0	1 0¼
ditto tubes ..... „	0 1 1	—
Sheathing & bolts p. ton	94 0 0	95 0 0
Bottoms ..... „	100 0 0	—
Old (Exchange)..... „	91 0 0	—

IRON.	Per Ton.	
Bars Welsh, in London..	7 5 0	7 10 0
Ditto, to arrive	7 5 0	—
Nail rods	8 10 0	—
„ Stafford. in London	8 15 0	9 15 0
Bars ditto	9 0 0	11 0 0
Hoops ditto	9 15 0	10 10 0
Sheets, single	10 10 0	11 0 0
Pig No. 1, in Wales....	4 10 0	—
Refined metal, ditto....	4 0 0	5 0 6
Bars, common, ditto....	6 15 0	7 0 0
Do., merch., Tyne or Tees	7 10 0	—
Ditto, railway, in Wales	6 10 0	7 0 0
Ditto Swed. in London.	11 10 0	12 0 0
To arrive	12 0 0	—
Pig, No. 1, in Clyde....	2 11 6	2 17 6
Ditto, f.o.b. Tyne or Tees	2 9 6	—
Ditto, Nos. 3, 4, f.o.b. do.	2 6 6	2 5 6
Railway chairs.....	5 10 0	5 15 0
„ spikes.....	11 0 0	12 0 0

LEAD.		
English Pig, ordny. soft	20 7 6	—
Ditto (WB)	21 10 0	21 15 0
Ditto sheet	21 0 0	—
Ditto red lead	22 0 0	—
Ditto white	26 0 0	26 5 0
Ditto patent shot.....	23 0 0	—
Spanish	19 10 0	—

BRASS.	Per. lb.
Sheets	9¼d.— —
Wire	9d.— —
Tubes	9¾d.— —

STEEL.	Per Ton.	
Swedish, in kegs (rolled)	15 10 0	15 16 0
(hammered).	16 0 0	18 0 0
Ditto „ in faggots.....	17 0 0	18 0 0
English, Spring	19 0 0	23 0 0
Bessemer's, Engineers Teel	44 0 0	—
„ Spindle	30 0 0	—
QUICKSILVER (per bottle).	8 0 0	nom.

SPELTER.	Per Ton.	
Foreign	19 0 0	—
To arrive	19 2 6	—

ZINC.		
In sheets	24 10 0	—

TIN.		
English, blocks	97 0 0	—
Ditto, Bars (in barrels)..	98 0 0	—
Ditto, Refined.....	100 0 0	—
Banca	94 0 0	95 0 0
Straits	88 10 0	89 0 0

TIN-PLATES.*		
IC Charcoal, 1st qua. p. bx.	1 7 0	1 10 0
IX Ditto 1st quality „	1 13 0	1 16 0
IC Ditto 2d quality „	1 5 0	1 7 0
IX Ditto 2d quality „	1 11 0	1 13 0
IC Coke ..... „	1 1 6	1 2 9
IX Ditto..... „	1 7 6	1 8 9
Canada plates ....p. ton	13 10 0	—

In London; 20s. less at the works.

Yellow Metal Sheathing...p. lb.	8d.–8¼d.
Sheets.....p. lb.	8d.–8¼d.
Indian Charcoal Pigs } in London ..... }	7 0 0 – 7 10 0

* At the works, 1s. to 1s. 6d. per bo less.

REMARKS.—It can hardly be said that there is yet any real improvement in the Metal Market, although a little more enquiry exists than has done recently, and it appears as if merchants were now beginning to feel their way, by giving out orders to a limited extent, and entering into arrangements somewhat more extensive than have lately occurred. This looks well, and leads to the hope that affairs in the metal trade are commencing to look up, and that gradually a much better state of things will arise. The speech of the Emperor Napoleon on opening the French Chambers, announcing that peace was to be the object now sought by the nation, is highly satisfactory, as it removes all fears of those wars which prove so disastrous to commerce; and we trust that some reductions will be made in some of those departments in this country, which prove so heavy a tax upon the community, all which will prove advantageous to commercial operations, which are the true tokens of a nation's prosperity. The time has not yet arrived for a return of any speculative feeling in metals, and all the business that is now being done is entirely of a legitmate kind; and, although this state of things is in many respects much more desirable, yet it prevents that liveliness in the trade which speculation always imparts, and which, to a certain extent, is advantageous. However, we anticipate that a few weeks at the farthest will see a decided improvement in the metal market. The advices just received from India are rather more favourable regarding metals, a rather better demand having sprung up.

COPPER.—A slight improvement has taken place in the market during the week, and there is a rather better demand. Manufactured cannot now be obtained under 94*l.* to 95*l.*

IRON.—In Staffordshire the demand for manufactured iron keeps moderate. The orders for the Continent are improving, and a good trade is anticipated to the Baltic ports and Northern Germany. The demand for the East Indies is also better, and the strike in North Staffordshire continues to send many orders to the South. The American trade, however, remains at the lowest ebb, and on that trade has the briskness or slackness of the iron trade always depended. In North Staffordshire some 200 to 300 men have gone in at one of the works during the week, but scarcely any of the old puddlers, and it remains to be seen what effect the notice of a lock-out, given on Saturday last, will have on their course. In Welsh, the export demand for iron remains without any material change. Very few transactions have taken place of late on French account, and the effect of the commercial treaty with that country has not realised expectations, There are some orders in the market from Germany, and also from the colonies and India. Swedish iron is still in an improving condition. In Scotch pig-iron the market, during the greater part of the week, continued to improve, and a very fair amount of business has been done. Early in the week prices stood at 50s. 4½d. cash and 50s. 7½d. one month, and then advanced to 50s. 7d. cash and 50s. 10½d. one month, and afterwards to 50s. 9d. cash and 51s. to 51s. 1d. one month; but after this the market became easier, and at the last advices the market had again dropped, and there were sellers at 50s. 7½d. cash.

LEAD is only in limited request, and the amount of business transacted but moderate. Prices may now be quoted as 20*l.* for common English pig, 20*l.* 7s. 6d. for LB, and 21*l.* 10s. to 21*l.* 15s. for WB.

TIN.—The demand for foreign remains very limited, and the market continues very inactive, and prices have again returned to their former position. Business in Straits has been done as low as 88*l.* 10s. cash, and the price may now be quoted as 88*l.* 10s. to 89*l.* cash. Banca may still be quoted as 94*l.* to 95*l.*, but actual business has been very small. English may still be bought under the official quotations.

SPELTER.—The market remains exceedingly lifeless, and very few transactions have been reported during the week. The prices on the spot may still be quoted as 19*l.*

STEEL.—A little better feeling in foreign, with rather more enquiry.

TIN-PLATES.—But a small amount of business done; prices somewhat easier. QUICKSILVER.—The demand at present is very limited.

THE LIVERPOOL METAL MARKET—FEB. 23.

PIG-IRON.—Very little doing; prices slightly firmer.

MANUFACTURED IRON.—In consequence of the continued disturbances in North Staffordshire, orders placed in that district have, to a great extent, been transferred to Middlesbrough and other unaffected districts. In the present unsettled state of Staffordshire, buyers are quite at a loss how to act. In case the men go quietly in at the reduction, prices must continue to decline; but in the event of a lock-out taking place, and lasting any length of time, prices would stiffen at once. Our own opinion is that the men mean fighting, and will, probably, try the masters for a few weeks. We have a report from North Staffordshire this morning, that part of the men connected with one of the leading works had, a few days ago, consented to go to work yesterday, but the secretary of one of the leading South Staffordshire Unions paid them a visit, and so tampered with them as to succeed in deterring them from the fulfilment of their intention; so the mills are still standing. It is a sad thing that the most important branch of the metal trade should be hampered with such troublesome and short-sighted men. Continental buyers are gradually leaving England, and seeking a market in Belgium and France, from the difficulty and uncertainty they have met with in the last few years in getting their supplies from here. English buyers, too, are importing Belgian iron to a considerable extent, at quite as low prices and as good quality as Staffordshire iron. You will see in our list of imports annexed a *second* large lot of wrought-iron girders from Antwerp within the current fortnight. All this must eventually operate most seriously *against* the English iron trade, and especially in the Staffordshire district, and it is the whole system of Trades' Unions alone which will be to blame for it. However sound the *principle* of Trades' Unions may be in the abstract, in *practice* it is thoroughly rotten—at all events, so far as applied to the iron trade. The whole community of ironworkers can, in the present state of affairs, be thrown out of work by the conceits and whims of a few secretaries and delegates of Trades' Unions—selfish wretches, to whom a strike is simply a holiday, in which they can exercise their talents for stump oratory, and bully their weaker brethren, at a very handsome salary per week. These men are grossly ignorant of the simplest principles of political economy. They ignore the fact that master and men are partners—the master finding capital, the men labour, and both sharing the profits. In a rising market they are ready enough to accept and insist upon advanced wages, but when, as in the present instance, iron declines 20 per cent., and the masters wish to reduce wages 10 per cent. only, they must needs strike, on the plea that "they do not see the necessity for such frequent changes in the price of iron," &c., as if the masters were not the only judges on that point. We can only trust the masters in the present struggle will support each other honourably, and unhesitatingly enforce the lock-out, if necessary. Never have they had such a splendid opportunity of beating the men thoroughly, for the Unions must be poor. Trade was never worse, and the American market is virtually closed. Common bars continue low, and are freely quoted at 6*l.* in Wales.

TIN-PLATES.—There has been a slightly improved demand, principally for the States, but at lower prices. Cokes are freely quoted at 20s. 6d., f.o.b.

TIN, SPELTER, LEAD, and COPPER remain without any marked change, and there is nothing much doing in any.

IMPORTS OF IRON, COPPER, &c., FOR THE WEEK ENDING FEB. 18:—

2488 bars of iron, 504 bundles of iron, 5 plates of iron, } New York.	120 tons of bar copper. 1 case of bar copper. 350 tons of copper ore.
1242 iron girders, Antwerp.	330 tons of copper regulus.
102 bags of silver ore.	2402 plates of pig-copper.
41 sacks of silver ore.	35 casks of iron nails, Huelva.
160 tons of manganese ore.	7 cases of ironware, Huelva.
1120 quintals of sulphur ore.	183 casks of zinc.
51 boxes of lead ore.	

EXPORTS OF IRON AND TIN-PLATES FOR WEEK ENDING FEB. 18:—

Bars .....Tons	2498	Rails .....Tons	99
Rods	329	Railway-tyres	18
Hoops	230	Knee-bars	24
Sheet	216	Fish-plates	23
Pig	416	Scroll-iron	6
Railway	586	Tyre-iron.....	14
Plates	88	Tin-plates	23,711 boxes.

GLASGOW, FEB. 23.—Market quiet and little business done, closing with sellers at 50s. 6d., buyers 50s. 4½d. No. 1, g.m.b., 51s. 6d.; No. 3, 50s. 6d.

BIRMINGHAM, FEB. 24.—Rylands' "Iron Trade Circular" reports prices as quoted last week, but several orders have been placed for common bars Boat plates and nail sheets at prices below quotations.

Very little change has taken place in the MINING SHARE MARKET this week, and, on the whole, it has been dull and depressed. Some few shares, such as Trelawny, Crebor, Carn Camborn, East Caradon, Clifford Amalgamated, East Grenville, Great Laxey, Great Wheal Vor, Frank Mills, Great North Laxey, Stray Park, Devon Great Consols, East Wheal Vor, Rosewarne United, Wheal Unity, and a few others, have found buyers at quotations, but many shares remain unsaleable. East Wheal Grenville shares have been largely dealt in up to 4½; on Thursday they were 4½ to 4⅝; but on Friday morning dropped to 3½, and leave off 3⅞ to 4. The fall was owing to another trifling accident to the machinery, which, happening again on inspecting day, naturally gave rise to various comments. The lode in the 75 west, according to the agent's report of Thursday, is 4 feet wide, producing 5 tons of good copper ore per fm., with a quantity of water flowing from the bottom of the end. The 65 west is worth 12*l.* per fm. for copper and tin; the stope above the 65, 18*l.*; the stope below the 65 is producing 5 tons of ore per fathom. Late on Friday afternoon a telegram was received that the 75 west was worth 30*l.* per fm., so that we suppose the water was out again. East Caradon shares have been firm and in demand all the week, leaving off 14½ to 15½; the 80 west, on the caunter lode, has improved to 30*l.* per fm. Wheal Grenville shares more in request, at 2⅞ to 3, and leave off 2½ to 2¾. The 110 west is 3½ feet wide, worth 15*l.* per fm.; the winze below the 100 is worth 15*l.* per fm. The sale of tin realised 703*l.*, making over 2000*l.* for the quarter. This, however, is much less than would have been sold but for the severe weather, which interfered with the dressing operations, and will show a deficiency in the three months, we understand, of about 700*l.* Great Laxey, 17½ to 18½; the accounts for the six months, from July to January, have been circulated among the shareholders preparatory to the meeting on March 7, when it is probable a dividend of 10s. per share will be declared. The ores sold for the six months realised 29,587*l.* 7s., in stock 2478*l.* 11s. 8d. The balance of assets over liabilities, 10,873*l.* 9s. 11d. Wheal Seton, 194 to 196, ex div.; at the meeting the account showed a profit on the two months of 1110*l.* 1s. 11d., and a dividend of 4*l.* per share (1584*l.*) was declared, leaving 80*l.* 17s. 2d. in hand. Tilley's shaft is down 9 feet below the 160; lode worth 12 tons of copper ore per fm A winze has been commenced below the 160 fm. level, 12 fathoms east of the shaft; the lode worth 18 tons of ore per fathom, for 9 ft. in length. The agents state a large quantity of ore has been discovered above the 160; and as they have every reason to believe that the lode will maintain its productive character in depth, they may with perfect safety increase the monthly sales of ore, and give larger dividends. The sales of copper and tin to be credited at the next account, on April 10, will amount to about 4900*l.* The sales in the present account were 3774*l.* 12s. 2d., after deducting dues. Wheal Trelawny shares have been in good request, and leave off 20 to 21, buyers. Wheal Crebor, 37s. to 39s.; a winze has been commenced below the 96, worth 6 tons of copper ore per fathom. Carn Camborne shares have improved to 22s. 6d. to 25s.; Clifford Amalgamated shares have improved to 30, 31; Cook's Kitchen, 8 to 9; East Basset, 25 to 27½; East Lovell, 10 to 11. Frank Mills, 6¼ to 6¾; the 115 north has now been driven 5 to 6 fathoms, about 2½ feet of the lode being carried, consisting of quartz, white iron, and lead ore, of the latter 6 cwts. per fm.; the 115 east, ¼ ton of lead ore per fm.; the west lode, in the 100 north, 6 to 7 cwts. per fm.; the stope in the back of this level, 12 cwts. per fm.; the wide stope, in the back of the 45, 2 tons per fathom; the stope in the back of the same level, 2¼ tons per fm.; the tribute pitches, on the whole, are just the same as they have been for some time past. East Russell, 4½ to 4¾. Great North Laxey, 3 to 3½; the shaft is down 8 fathoms below the 60, and set to sink to another level, the 72, at 30*l.* per fathom, and to be completed by the end of April; the 60 south is 3 feet wide—a fine-looking lode, rich in jack and lead for 1 foot, and the character more like Great Laxey, the ground becoming more open and "vughy." This end has been driven 14 fathoms, and over 10 fathoms of paying ground; and Captain Rowe is of opinion that the discovery in the present end is quite a new run of ore from the mountain south, and dipping north towards the new shaft, and is very important. Great South Tolgus, 34s. to 36s.; Great Wheal Vor, 34½ to 35; Hingston Down, 3½ to 3¾; Mineral Bottom, 5 to 5½; North Shepherds, 2½ to 3; North Treskerby, 2½ to 2⅝; Prosper United, 3 to 3¼. Sithney Wheal Metal, 2⅜ to 2½; we understand the lode has been cut of a promising character, but without value at present. South Crofty, 11 to 12; St. Day United, 16s. to 18s.; Stray Park, 15 to 16; Tincroft, 14½ to 15¼; Wentworth Consols, 8 to 8½; West Seton, 200 to 205; West Tolgus, 60 to 62½, call of 2*l.* per share paid; Wheal Basset, 100 to 105. Wheal Hope, ¼; the lead sold this week, 15 tons, realised 19*l.* 16s. per ton; 4 tons, 14*l.* 2s. 6d. per ton. Central Minera, 35s. to 37s. 6d. Wheal Unity, 9s. to 11s.; at the meeting the accounts showed a balance of liabilities over assets of 968*l.* 5s. 1d., and a call of 5s. per share was made. A resolution was also passed, calling a special meeting, to forfeit all shares upon which calls remain unpaid. The mine, according to the report, has very much improved; and in the 70 east the lode for the last 3 feet has been worth 1 ton per fathom of grey and black copper ore. In this part of the mine, which adjoins Rosewarne Consols, and on the same lode as that mine and Rosewarne United, operations were commenced about two years ago, since which 7000*l.*, or more than 1*l.* per share, have been expended in erecting machinery, sinking shafts, driving levels, &c. West Chiverton, 60 to 65; the 90 west is reported worth 80*l.* per fm.; the 90 east, 80*l.* per fm.; the 80 west, 25*l.* per fm.; the 70 west, 20*l.* per fm.; No. 1 winze, 80*l.* per fm.; No. 2, 120*l.*; No. 3, 120*l.* per fathom; Valpy's winze, below the 80, 70*l.* per fathom. Wheal Chiverton, 6 to 6½; the rise in the back of the 50 is worth 1 ton of lead per fathom; at Cookney's shaft the lode is improving. East Carn Brea, 5⅞ to 6; at the meeting the accounts showed a credit balance of 1070*l.* 5s. 6d. Rosewarne United, 27s. 6d. to 32s. 6d.; the lode in the shaft, we understand, is worth 30*l.* per fathom.

On the Stock Exchange a moderate amount of business has been transacted in Mining Shares during the week. The following quotations were officially recorded in British Mining Shares:—Wheal Seton, 197; East Caradon, 14½, 14¾, 15, 15½, 15; East Grenville, 4½, 4¾; East Lovell, 10, 10½; Great Wheal Vor, 35, 35½, 34¾, 34½; Great Laxey, 18; Clifford, 31. In Colonial Mining Shares the prices were:—Cape, 11¼, 11½, 11¾, 11; Port Phillip, 1⅛; Yudanamutana, 1⅞, 2, 1⅞. In Foreign Mining Shares the prices were:—United Mexican, 4½; East del Rey, 1½; Lusitanian, 2; Capula, 1; Panulcillo, 4½, 4⅜; Santa Barbara, ⅛; Washoe Gold, 8¾, 8⅞.

IRISH MINE SHARE MARKET.—The market was as strong for mining shares as for any other securities, and prices retain a firm tone, buyers generally predominating. Wicklow Coppers (2*l.* 10s. paid) are stationary

at last rise to 13*l.* 15*s.* Connorrees have advanced from 3 to 5 per cent. On last week's quotations, having been done at 22*s.* 6*d.* for cash, while for forward delivery they have realised 23*s.*, and remain in request. Mining Company of Ireland shares (7*l.* paid) have been largely dealt in at 31*l.* 5*s.* prompt, and at 32*l.* 15*s.* for July account. General Mining Company for Ireland (4*l.* paid) commanded from 2*s.* 6*d.* to 5*s.* premium. Carysforts were passed over, but Killaloe Slate Quarry shares sold at 17*s.* 6*d.*, leaving off on sale. The reports from the several mining districts are all very satisfactory, particularly from the counties of Wicklow and Cork, but there is nothing new of special importance.

The Stiperstones Mining Company, with a capital of 70,000*l.*, in shares of 10*l.* each, has been formed for working the Pennerley and Bog Lead Mines, at Worthen and Wentnor, in Shropshire, comprising, together, a surface area of upwards of 1000 acres, in close proximity to the celebrated Snailbeach Mines. Captain Absalom Francis reports that the present returns are about 150 tons of first quality lead ore per month, which are capable, from present appearances, of being increased. There does not exist a doubt on his mind that there are several such veins as those in the Bog and Pennerley yet to be discovered in this district, and the certainty of their being rich, the whole of the district being drained to a great depth by the present engines, whereby quick and effectual trials may be made. Captains Walter Eddy, James Nancarrow, and others, express equally favourable opinions. The old leases are to be surrendered, and new ones granted for 21 years, from March 25, at 1-12th royalty, and 5 per cent. on the sales. The purchase-money for these leases, and the plant belonging to the promoters, is fixed at 30,000*l.*, of which one-third is to be in cash.

The West London Docks and Warehouses Company, with a capital of 500,000*l.*, in shares of 20*l.* each, has been formed for the purpose of constructing a canal basin, with wharves and warehouses adjoining, in the immediate vicinity of the Victoria Railway Bridge, at Battersea. By this means good wharf and warehouse accommodation will be supplied to the south-western district of the Thames and the traffic of the various railways which converge to the point where the wharves will be situated. The site selected is the only spot in the metropolis where a large area of land abutting on the Thames can be obtained at a moderate cost. Nearly half the land required—26 acres—has already been purchased on favourable terms, and possession obtained, and it is proposed to commence the works immediately. The canal basin when completed will present a water frontage of over 9000 feet, and being formed so as to be made available twice in each day, coasters, barges, and canal boats will receive the greatest dispatch in loading and unloading, and always be able to work afloat. The works have been let to responsible contractors, who have undertaken to complete them within two years from the date of commencement, and to pay 7 per cent. interest upon the paid-up capital during their construction, and for 12 months after their completion. The company is incorporated by special Act of Parliament, and the liability of shareholders is limited to the amount of their shares. The prospectus will be found in another column.

The Varna Railway Company's prospectus has been issued by the Imperial Mercantile Credit Association, who are authorised to offer two-thirds of the shares. The share capital is fixed at 900,000*l.*, in shares "to bearer" of 20*l.* each, bearing a minimum interest of 5 per cent. per annum, guaranteed by the Turkish Government. The shares will be issued at 12*l.*, so that the shareholders will really receive 8¼ per cent. upon investment. Messrs. Peto, Betts, and Crampton, have contracted to construct the line, and provide rolling-stock, for a sum which will leave sufficient margin for payment of interest during construction, and to meet all contingencies. In addition to the 8¼ per cent., and the profit derived from the annual drawings at par (for the whole of the shares will be drawn and paid off at 20*l.* during the term of the concession), the railway is estimated to yield from 10 to 12 per cent. per annum on the entire capital expended of 2,000,000*l.*, of which 1,100,000*l.* has been provided by means of obligationls at 7½ per cent., and redeemable by sinking fund, likewise guaranteed by the Turkish Government. Every 1 per cent. of surplus profit earned on the total cost would give the holder of the present issue an addition of nearly 4 per cent. on the amount paid by him. The railway was commenced in the month of June last; fifty miles of earthwork are now ready for laying the rails, and the contractors have made arrangements to open the entire line in the autumn of 1866. For this purpose all the rails will be delivered this year. The concession for the coast line from Varna to Constantinople has been granted, and as immediate steps will be taken to carry it out, the Varna Railway Company will have the advantage of working part of the main line from the Danube to Constantinople.

The Trinidad Petroleum Company has completed the contract provisionally entered into with the vendor, with reduction of purchase-money to one-third the original amount. The sale of asphaltum in the colony, which has hitherto been between 4000 and 8000 tons per annum, yielding a profit of 7*s.* 6*d.* per ton, will henceforth be carried on for the sole benefit of the company. The Colonial Government have ceded to the company all the ungranted portions of the pitch lake. By these arrangements less working capital than originally contemplated will be required. The experimental cargo of asphaltum, ex *Amber Nymph*, was distilled at the London Hydro-Carbon Company's Works, at Southall, and 3¾ tons of asphaltum produced 1 ton of oil; the oil extracted was worth 14*l.*, and the cost of the raw material was about 9*l.* 7*s.* 6*d.*; but it is stated that by the arrangements now made for the importation of another cargo a saving of 2*l.* 5*s.* will be effected on 3¾ tons. The directors derive the greatest advantage from the local knowledge and connections of the committee of shareholders in the colony. The directors consider that the operations of the company can be profitably carried on either by distilling in Trinidad or by importing the raw material to this country. The director congratulate the shareholders upon the condition and prospects of the company.

At Truro Ticketing, on Thursday, 4801 tons of ore were sold, realising 21,009*l.* 8*s.* 6*d.* The particulars of the sale were:—Average standard, 12*l.* 8*s.*; average produce, 5½; average price per ton, 4*l.* 7*s.* 6*d.*; quantity of fine copper, 266 tons 8 cwts. The following are the particulars:—

Date.	Tons.	Standard.	Produce.	Price per ton.	Per unit.	Ore copper.
Jan. 19....	4876	£135 8 0	5	£4 1 0	16s. 1½d....	£80 12 6
„ 26....	3317	122 18 0	5⅝....	4 10 6	15 3½	76 10 0
Feb. 2....	3105	120 11 0	6¾....	4 19 0	15 6½	77 11 6
„ 9....	2486	118 15 0	6¾....	5 4 0	15 6½	77 11 6
„ 23....	4801	128 8 0	5½....	4 7 6	15 9	78 17 0

Compared with the last sale, the advance has been in the standard 1*l.* 10*s.*, in the price per ton of ore about 1*s.* 8*d.* Compared with the corresponding sale of last month, the advance has been in the standard 2*l.* 10*s.*, and in the price per ton of ore about 2*s.* 9*d.*

The Wheal Seton meeting, on Feb. 13, the accounts for Nov. and Dec. showed a credit balance of 1664*l.* 17*s.* 2*d.* The profit on the two months' working was 1110*l.* 1*s.* 11*d.* A dividend of 1584*l.* (4*l.* per share) was declared, and 80*l.* 17*s.* 2*d.* carried to credit of next account. It was resolved that it is desirable that an additional night and day agent be appointed, at a salary of 8*l.* 8*s.* per month, and that the purser be directed to take the necessary steps, by advertising, to obtain and appoint one as early as possible. Capts. R. Williams and W. Rowe reported that the sales of copper and tin ores to be credited at the next account will amount to about 4900*l.*

At the Providence Mines meeting, on Wednesday, the accounts for the three months ending January showed a credit balance of 1220*l.* 10*s.* 7*d.* The profit on the three months' working was 896*l.* 10*s.* 8*d.* A dividend of 1120*l.* (1*l.* per share) was declared, and 100*l.* 10*s.* 7*d.* carried to credit of next account. The average price of tin for the quarter was about 5*l.* per ton less than the last, lessening the credits about 480*l.* The price received for tin during the last quarter was 12*l.* 9*s.* per ton less than the average price for the last 12 years. The report was most satisfactory, and the prospects of the mines are as good, or better, than ever for quantity of tin.

At Wheal Owles meeting, on Feb. 17, the accounts for Oct., Nov., and Dec. showed—Credit balance end of Sept., 1448*l.* 0*s.* 11*d.*; tin sold (less dues, 1-25th), 3111*l.* 11*s.* 1*d.*; sundry receipts, and sundry credits, 194*l.* 10*s.* 1*d.*= £4754*l.* 2*s.* 1*d.*—Labour cost, 2400*l.* 15*s.* 11*d.*; merchants' bills, 719*l.* 13*s.* 3*d.*; carriage, subsist, and stamps' rent, 275*l.* 4*s.* 7*d.*: leaving to credit, 1359*l.* 8*s.* 4*d.* Work performed during the quarter:—155 fms. 0 ft. 6 in. driven in levels; 23 fms. 1 ft. 3 in. sunk in shafts and winzes; 32 pares stoping on tut for tin; and 25 pitches on tribute.

At Botallack Mine meeting, on Feb. 15, the accounts for the quarter ending December showed a credit balance of 283*l.* The profit on the three months' working was 604*l.*

At South Wheal Crofty meeting, on Monday, the accounts for November and December showed a debit balance of 580*l.* 13*s.* 6*d.* A call of 7*s.* 6*d.* per share was made. Capts. Rutter, Gilbert, and Toy reported that there was no material discovery since the last meeting, but the works generally are progressing satisfactorily, and with every dispatch, and they have no reason to view differently the prospects of ultimate success which they have held out.

At the Wheal Par meeting, on Feb. 16, the accounts showed a debit balance of 206*l.* 8*s.* 10*d.* A call of 10*s.* per share was made. Capts. Tregay and Beard, the agents, were requested to raise a small cargo of iron ore from the iron cross-course as soon as possible, and send it to some smelters, for the purpose of ascertaining its mark et value.

At Wheal Rose meeting, on Tuesday, the accounts for the four months ending December showed a debit balance of 463*l.* 13*s.* 7*d.* The profit on the four months' working was 725*l.* 10*s.* 10*d.* Capts. G. E. Tremayne and S. G. Truran reported upon the various points of operations. In the 90 cross-cut they have about 3¼ fms. to drive to reach the lode; in this cross-cut, about 4 fms. from the shaft, they intersected a lode 6 ft. wide, composed of capel, quartz, mundic, and copper ore, worth for the latter about 8*l.* per fm., and from its present underlie will form a junction with the main lode at or about the 100 fm. level.

At East Margaret Mine meeting, on Feb. 15, the accounts showed a debit balance of 910*l.* 0*s.* 3*d.* A call of 15*s.* per share was made, and 92 shares were relinquished. A special meeting was convened for March 7, to take into consideration the position of the mine, and to determine what steps shall be taken. Capts. Martin and Birch say—"Our tutwork operations employ 28 men. We have also 21 pitches, employing 44 men, at an average tribute of 14*s.* 3*d.* in 1*l.* with the present price of tin; from present appearance we estimate our returns at 18 tons of tin for the quarter, or something over, and the wages cost about 250*l.* per month (the wages being reduced about 10 per cent.), and our men working satisfactorily."

At Sithney and Carnmeal meeting, on Feb. 16, the accounts showed—Balance last audit, 657*l.* 0*s.* 2*d.*; labour cost, 957*l.* 12*s.* 8*d.*; merchants' bills, 431*l.* 10*s.* 7*d.* =2046*l.* 3*s.* 5*d.*—Call made, Nov. 17, 768*l.*; tin sold, 947*l.* 5*s.*; leaving a debit balance of 930*l.* 18*s.* 5*d.* A call of 10*s.* per share was made. The agents report that the flat-rod shaft is completed to the 110 fm. level; they have sunk 12 ft. below that point, where they have a lode 2 ft. wide. In about 3 fms. further sinking they anticipate cutting the branch on the south side of the shaft, as well as several tin droppers. The labour cost is charged to Dec. 16 last, and the merchants' bills to Jan., 1865.

At the Rosewarne Consols Mine meeting, on Wednesday (Mr. Wilson in the chair), the accounts showed a credit balance of 847*l.* Details elsewhere.

At the East Carn Brea Mine meeting, on Tuesday, the accounts showed—Balance carried over from last meeting, 454*l.* 10*s.* 5*d.*; copper ores sold, 2917*l.* 8*s.* 3*d.*; fines, 1*l.* 15*s.* =3373*l.* 13*s.* 8*d.*—Costs for Nov. and Dec., 2261*l.* 3*s.* 3*d.*; banker's commission, 6*l.* 6*s.*; sundries, 35*l.* 18*s.* 11*d.*: leaving credit balance, 1070*l.* 5*s.* 6*d.* The balance, 1070*l.* 5*s.* 6*d.*, and the proceeds of the sale of ore, not at maturity, amounting to 3395*l.* 2*s.* 2*d.*=4465*l.* 7*s.* 8*d.*, applicable for the current costs of the mine, were carried over to next account.

At the Crane Mining Company meeting, on Feb. 17, a call of 1*l.* 10*s.* per share was made.

At Wheal Emily Henrietta special meeting, on Feb. 13, the accounts for the last three months showed a loss of 68*l.* 0*s.* 6*d.* No call was made, the meeting being adjourned to Monday next.

At the Great Work Consols meeting, on Tuesday, the accounts for the quarter ending December showed a credit balance of 645*l.* 11*s.* 11*d.* Capt. S. Tredinnick, T. Edwards, and J. Johns reported upon the various points of operation. During the year ending December 323 fms. were driven on the lodes; 63 fms. of shafts were sunk; 33¼ fathoms of winzes; and 51½ fathoms of cross-cuts. The black tin sold realised 21,348*l.* 8*s.* 4*d.* The cost per ton of tin ready for the market was 7*l.* 2*s.*; per ton of stuff 3*s.* 3*d.*; per barrow of 22 gallons of stuff 7¾*d.* The reduced price of tin has caused them to discontinue giving dividends, which otherwise would have been 12*l.* per share quarterly.

At the Great South Chiverton Mine meeting, on Monday (Mr. W. Lelean in the chair), the accounts showed a balance of assets over liabilities of 1299*l.* 16*s.* 10*d.* A call of 1*s.* per share was made. The report of Capts. J. Nancarrow and J. George concluded by stating that the prospects throughout the mine were such as to inspire the greatest confidence of success.

At the Esgergoch Lead Mine (near Dyliffe) extraordinary meeting, held at Dolgelly on Feb. 17, it was resolved to divide the mine into 2000 (1*l.*) shares, the present shareholders taking 1060, the rest to be offered to the public at 5*s.* premium. The sample of ore shown at the meeting was very good. It is to be hoped that, with proper management, the mine will soon be in a paying condition.

At the Great Moelwyn Slate meeting, on Monday (Mr. Ottley in the chair), the report of the directors was adopted. Details in another column.

At the Governor and Company of Copper Miners in England (extraordinary general) court, on Thursday (Sir Macdonald Stephenson in the chair), Mr. Lewis Harrop Haslewood (one of the assistants) was unanimously appointed Governor, in room of Sir John Henry Pelly, Bart., deceased. Mr. Richard Blaney Wade was elected a member of the Court of Assistants. The Chairman had no doubt it would be very satisfactory to the proprietors to know that the Court of Assistants had passed the following resolution, which had been forwarded to Lady Pelly:—"That this Court have heard with profound sorrow of the decease of their esteemed Governor, Sir John Henry Pelly, Bart. Throughout the trying vicissitudes which the company has experienced during a period extending over nearly 20 years, Sir John Henry Pelly has never failed to bear the chief burden of labour and responsibility in the offices which he has successfully filled of Assistant Deputy-Governor and Governor. In the recollection of his indefatigable and self-denying efforts to promote the welfare of the company, and of his uniformly urbane and courteous demeanour towards all who were associated with him in the company's affairs, the Court feel they cannot adequately express their sense of the great loss which his removal must inevitably occasion." The Deputy-Governor was requested to forward a copy of the foregoing resolution to Lady Pelly as soon as he should deem a suitable time to have arrived. The necessary oaths having been taken by the newly-appointed Governor and Assistant, a vote of thanks was passed to the Chairman, when the proceedings terminated.

At the Great Northern Copper Mining Company meeting, on Tuesday, the annual report of the directors was received, and a resolution passed authorising the directors to call a special general meeting of the shareholders as early as practicable, in order to take the necessary steps for voluntarily winding-up the company.

At the English and Australian Copper meeting, on Thursday (Mr. Routh in the chair), the report of the directors was adopted. Details in another column.

At the Dun Mountain Copper Mine meeting, on Wednesday (Mr. Selander in the chair), the report of the directors was adopted. Details elsewhere.

At the Labuan Coal Company meeting, yesterday (Sir J. D. H. Elphinstone, M.P., in the chair), the agreement with the China Steamship and Labuan Coal Company was approved. Details in another column.

The Avonside Engine Company (limited) announce a dividend at the rate of 12½ per cent. per annum.

Vice-Chancellor Sir W. P. Wood has made an order for winding-up the Rolling Stock Company of Ireland (Limited), and has appointed Mr. Lowell Price, of Gresham-street, provisional official liquidator.

NEWCASTLE-ON-TYNE, FEB. 22.—The Mining Market here during the past few days has been moderately active for Mineral Bottom, East Bottle Hill, Chiverton, Cashwell, West Chiverton, Great Vor, &c. In local shares, Harwood have been enquired for at nominal prices. Cashwell is looking remarkably well; and the mine is now making its way safely into notice as one of the most important of the group of Alston Moor mines.—EDWARD BREWIS.

COAL MARKET.—On Monday, the cold weather, and only 24 fresh arrivals, caused an active demand for house coal, and prices further advanced 6d. per ton. In Hartley's and manufacturers' no change; best house coals, 23s. to 23s. 6d.; seconds, 22s. to 22s. 3d.; Hartley's, 14s. 6d. to 15s.; manufacturers', 13s. 6d. to 16s. per ton.—On Wednesday, the arrival of 191 fresh ships, and change of weather, led to a reduction of 1s. per ton in house coals, at which a large amount of business was transacted. No alteration in Hartley's or manufacturers' coals.—On Friday, there were 62 fresh arrivals; the wet weather and increased supply caused a very heavy market, and house coals submitted to a reduction of 1s. 6d. per ton, and Hartley's from 3d. to 6d. per ton. Hetton Wallsend, 21s.; South Hetton, 21s.; Tees Wallsend, 20s. 6d.; Heugh Hall Wallsend, 19s. 6d.; Hasting's Hartley, 14s. 9d.; Lambert's West Hartley, 14s. 3d.: 65 cargoes unsold; 60 ships at sea.

TRADE WITH THE UNITED STATES.—Our trade with the United States has necessarily undergone very great fluctuations during the last few turbid years. Thus the exports of coal have moved on as follows:—

Year.	Quantity.	Value.
1859 ..... Tons	204,516	£163,231
1860	309,869	192,779
1861	371,882	248,020
1862	321,409	202,013
1863	288,415	176,529

Comparing 1863 with 1861, it will be seen that operations were considerably curtailed. Next with regard to copper, wrought and unwrought, the same results are observable:—

Year.	Quantity.	Value.
1859 ..... Tons	23,910	£120,092
1860	12,500	64,342
1861	3,138	14,187
1862	9,370	41,222
1863	6,020	28,143

The iron exports experienced a great check in 1861, but subsequently recovered, until the changes recently made in the tariffs of Northern States:—

Year.	Quantity.	Value.
1859 ..... Tons	369,041	£2,988,547
1860	386,583	3,136,340
1861	109,664	965,535
1862	130,189	1,380,705
1863	228,145	2,107,427

The lead and shot exported in 1859 amounted to 3035 tons, of the value of 67,635*l.*, as compared with 4157 tons, of the value of 88,531*l.* in 1860; 767 tons, of the value of 16,156*l.* in 1861; 12,889 tons, of the value of 362,346*l.* in 1862; and 2448 tons, of the value of 51,016*l.*, in 1863. The exports of unwrought tin were considerable in the five years, having attained the following totals:—1859, 6100 cwts., of the value of 39,201*l.*; 1860, 3517 cwts., of the value of 23,185*l.*; 1861, 1204 cwts., of the value of 7323*l.*; 1862, 18,353 cwts., of the value of 105,567*l.*; and 1863, 14,530 cwts., of the value of 85,325*l.* The value of the tin-plates exported was as follows:—1859, 1,095,792*l.*; 1860, 1,018,536*l.*; 1861, 417,360*l.*; 1862, 688,201*l.*; and 1863, 746,454*l.*

BOLCKOW, VAUGHAN, AND CO. (Limited).—We understand that Mr. Edward Williams, who has been for upwards of 20 years connected with the great firm of Sir John Guest and Co., of the Dowlais Ironworks and Collieries, has been appointed by the directors of Bolckow, Vaughan, and Co. (Limited), their general manager, at a salary and commission which will amount to about 2500*l.* per annum.

CLERK OF THE PEACE FOR CORNWALL.—The appointment by Lord Vivian, as Lord Lieutenant, of Mr. H. S. Stokes, of Truro, as clerk of the peace for the county of Cornwall is one which will give general satisfaction. Mr. Stokes is highly respected amongst the legal profession, and will, no doubt, prove a most worthy successor to Mr. Coode.

LIBRARIAN TO THE CITY OF LONDON.—For this important position, now vacant from the demise of Mr. Alchin, there are only two applicants—one being our much esteemed correspondent, Professor JOHN MORRIS, of the University College. The very great respect in which this gentleman is held is fully evidenced by the numerous testimonials which have been almost spontaneously forwarded to a committee, who have voluntarily organised themselves to secure his election, Sir Roderick Murchison, as well as many others of equal eminence, being amongst his supporters. Professor Morris has also a claim on the City, from his long connection with the Coal Exchange, as lecturer to the members of that institution. From the great interest evinced by a large number of influential citizens, we have every reason to hope that Professor Morris will be the successful candidate, and we are sure that, if elected, he will prove a most worthy, as he will certainly become a most popular, librarian.

THAMES TUNNEL COMPANY.—Receipts for the week ending Feb. 18, 84*l.* 10*s.* 3*d.*; number of passengers, 20,283.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Feb. 22	Great Laxey	100	£24 15 0	Panther Co.
Feb. 23	Westminster	40	13 8 6	A. Eyton.
	Mount Pleasant	17	13 6 6	Walker, Parker, & Co.
	ditto	3	14 10 6	Newton, Keates, & Co.
	Bryngwyn	5	13 16 6	A. Eyton.
	ditto	5	13 16 6	Walker, Parker, & Co.
	Fron Hall	10	13 8 6	ditto
	Dylliffe	29	13 8 6	A. Eyton.
	Penrallt	6	12 10 0	ditto
	Dyfngwm	11	13 4 6	Walker, Parker, & Co.

BLACK TIN.

Date.	Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Jan. 30	Leeds & St. Aubyn.	4 10 1 21 ..	£55 15 0 ..	£ 252 1 6	Chyandour.

COPPER ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Feb. 21	Parys Mines (ore)	135	£6 2 6	J. Keys & Son.
	ditto (precipitate)	30	7 12 6	Mona Co.
	ditto	5	7 5 0	ditto
	ditto	5	7 5 0	Newton, Keates, & Co

COPPER ORES.

Sampled Feb. 8, and sold at the Royal Hotel, Truro, Feb. 23.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Devon Great Consols	136	£4 16 6	East Caradon	40	£6 5 0
ditto	135	5 6 0	Devon and Cornwall ..	104	3 6 0
ditto	133	5 1 6	ditto	101	2 2 0
ditto	131	5 17 0	ditto	88	2 7 6
ditto	128	5 8 6	ditto	71	5 6 6
ditto	126	3 16 6	ditto	46	13 12 6
ditto	125	5 2 6	Okel Tor	83	1 15 6
ditto	121	4 12 6	ditto	70	2 8 6
ditto	120	5 6 6	ditto	61	5 11 0
ditto	118	3 13 0	ditto	51	3 5 6
ditto	114	4 13 6	ditto	46	5 7 6
ditto	113	2 2 6	Brookwood	55	2 11 6
ditto	105	4 18 6	ditto	45	2 5 0
ditto	102	3 19 6	ditto	39	7 15 6
ditto	91	5 6 6	ditto	38	2 1 6
ditto	90	6 7 0	ditto	27	1 15 6
ditto	61	2 1 6	Bedford United	96	4 19 0
ditto	46	14 1 0	ditto	92	4 13 0
ditto	35	10 16 0	Wheal Crebor	80	4 6 0
Marke Valley	94	2 17 0	ditto	44	5 13 6
ditto	88	2 18 0	Yarner	118	2 10 0
ditto	82	3 7 0	New Cornish	79	2 8 0
ditto	67	2 16 6	ditto	27	2 12 6
ditto	49	2 6 0	Wheal Friendship	53	6 2 0
ditto	46	6 4 6	ditto	49	8 16 0
ditto	43	1 8 0	Kelly Bray	57	4 19 6
East Caradon	100	3 17 6	ditto	53	1 12 0
ditto	95	3 10 0	Gunnislake (Clittors) ..	87	3 14 6
ditto	83	3 11 6	North Robert	72	5 13 0
ditto	78	3 11 0	Sortridge Consols	31	4 7 6
ditto	42	6 13 0	Hawkmoor	21	4 12 0

TOTAL PRODUCE.

Devon Great Con..	2030 ..	£10161 18 6	Yarner	118	£ 295 0 0
Marke Valley	469	1446 6 6	New Cornish	106	260 9 6
East Caradon	438	1822 18 6	Wheal Friendship..	102	754 10 0
Devon & Cornwall..	410	1769 2 6	Kelly Bray	90	336 6 6
Okel Tor	311	1018 18 0	Gunnislake (Clit)..	87	324 1 6
Brookwood	240	672 17 6	North Robert	72	406 16 0
Bedford United ..	188	898 8 0	Sortridge Consols..	31	135 12 6
Wheal Crebor	124	609 10 0	Hawkmoor	21	96 12 0

Average Standard..... £128 8 0 | Average Produce 5⅛
Average Price per ton £4 7 6
Quantity of Ore ..... 4801 tons | Quantity of Fine Copper, 266 tons 8 cwts.
Amount of Money £21,009 8 6
LAST SALE.—Average Standard..... £118 15 0.—Average Produce..... 6¼
Standard of corresponding sale last month, £128 10 0.—Produce, 6.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	621¼	£3559 4 0
Freeman and Co.	262½	1420 16 10
Grenfell and Sons	461½	2389 6 10
Sims, Willyams, and Co.	503⅛	2108 6 0
Williams, Foster, and Co.	1011	4722 13 0
Mason and Elkington	373¼	1451 5 1
Bankart and Sons	287¾	789 9 8
Copper Miners' Company	303	1222 7 0
Charles Lambert	496	1613 3 0
Newton, Keates, and Co.	91	484 11 6
Sweetland, Tuttle, and Co.	277	825 7 6
Penclawdd Copper Co.	115¾	422 18 1
Total	4801	£21,009 8 6

Copper ores for sale on Thursday next, at Tabb's Hotel, Redruth.—Mines and parcels:—Clifford Amalgamated 583—South Caradon 511—Phœnix Mines 409—Hallenbeagle 333—Great Wheal Busy 314—West Wheal Damsel 300—Craddock Moor 273—Fowey Consols 260—Wheal Rose 187—Great North Downs 177—Glasgow Caradon 130—East Downs 40—North Grambler 30—Wheal Falmouth and Sperries 20—Wheal Kitty 18—Grambler and St. Aubyn 12—Wheal Sparrow 7.—Total, 3605 tons.

Copper ores for sale on Thursday week, at Tabb's Hotel, Redruth.—Mines and parcels.—Clifford Amalgamated (Consols) 856—West Wheal Seton 525—Wheal Seton (Pendarves) 461—South Wheal Toigus 230—Wheal Basset 181—East Pool 180—North Roskear 174—Tolcarne 156—South Wheal Frances 130—Nangiles 96—East Wheal Basset 53—Wheal Uny 44—West Stray Park 28.—Total, 3116 tons.

WATSON AND CUELL'S MINING CIRCULAR.

WATSON AND CUELL,
MINING AGENTS, STOCK AND SHARE DEALERS, &c.,
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

Messrs. WATSON and CUELL having made arrangements for transferring their weekly Circular, which has had so large a circulation during the past ten years, to the columns of the *Mining Journal*, their special reports and remarks upon Mines and Mining, and the state of the Share Market, will in future appear in this column.

In the year 1843, when Cornish mining was almost unknown to the general public, attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. J. Y. Watson, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, annually for 21 years, &c., &c. In the Compendium published in 1843 Mr. Watson was the first to recommend the system of a "division of small risks in several mines, ensuring success in the aggregate," and Messrs. Watson and Cuell have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and share-dealing than there is at present; and, from the lengthened experience of Messrs. Watson and Cuell, they are emboldened to offer, thus publicly, their best services to all connected with mines or the market, as they have for so many years done privately, through the medium of their own Circular.

Messrs. WATSON and CUELL transact business in the purchase and sale of mining shares, and other securities, payments of calls, receipt, and transmission of dividends, obtaining information for clients, and affording advice, to the best of their knowledge and judgment, based on the experience of more than 30 years active connection with the Mining Market.

Messrs. WATSON and CUELL also inform their clients and the public, that they transact business in the public funds, railways, docks, insurance, and every other description of shares dealt in on the Stock Exchange.

Messrs. WATSON and CUELL are almost daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

Messrs. WATSON and CUELL having agents and correspondents in all the mining districts, and an extensive connection among the largest holders of mining property, have the more confidence in tendering their advice on all matters relating to the state and prospects of mines and mining companies, and are enabled to supply shares in all the best mines at close market prices, free of all charges for commission.

"SINK YOUR SHAFT."—In reference to our former article, we hope that the captain of Frank Mills will inspect the bottom of Wheal Hope as soon as the water is out, and if the report is satisfactory we expect to carry out the arrangements we mentioned, as several parties have expressed a wish to embark in the speculation.

WHEAL CREBOR.—It will be seen that a winze has been commenced below the 96 west, and the lode is 7 ft. wide, worth 6 tons of copper ore per fathom, which looks very cheering for the 108 fm. level, where the lode is expected to get into the ore ground every day. We hope shortly to be in a position to announce something of great importance to the interests of the shareholders in this mine. We have for some time past recommended immediate purchases.

GRYLLS WHEAL FLORENCE.—The report states that the two ends alone are yielding tinstuff sufficient to keep 12 heads of stamps going, so that we may hope soon to commence regular sales of tin, though the price of that article is, of course, much against it.

CHATWOOD'S PATENT SAFES.—An interesting series of experiments was made on Monday, under the auspices of the Mayor of Bolton, and in the presence of several hundred persons, including many influential local residents, with a view to test the ordinary fire-resisting and burglar-proof safes manufactured by Chatwood's Patent Safe and Lock Company. One safe was submitted to the fire and the other to the burglary test—the Mayor and Mr. John Hick, engineer, acting as referees in both instances. A huge fire was lighted in the Market-place, and after the safe had burned for upwards of three hours, the contents (show bills, trade lists, a 10*l.* note, a gold watch, &c.) were taken out uninjured. Burglar's tools and powder were applied to the other safe without effect, Messrs. Taylor and Galloway using a specially prepared drill for the purpose; which, however, like the other drills, had its edge turned.

IMPROVED MOTIVE-POWER.—In the furnace or fire-box of an ordinary steam-engine the air which enters the fire-box for the purpose of combustion, and the gases which may be generated from the fuel, are intensely heated, and thereby greatly expanded in volume. In undergoing this expansion they generate a large amount of power, of which in the ordinary steam-engine no use is made. The object of the invention, provisionally specified by Mr. M. P. Watt Boulton, of Tew Park, Oxfordshire, is to utilise this source of power. For this purpose the air and gases which pass through the chamber in which combustion takes place are made first to perform work in moving an engine, after which they issue into a flue, and communicate heat to water in the boiler of a steam-engine. Such heat as may escape through the sides of the combustion chamber, or of the engine and the adjoining passages, may also be used to impart heat to the boiler and the water contained in it. Thus all the power derived from the engine set in motion by the heated gases is gained entirely in addition to the power of the steam-engine, whose boiler is heated by them. The heated gases may be employed to work a caloric engine, by giving motion to a piston in a cylinder. But as there is much difficulty in working a piston in a cylinder by intensely heated gases, they may be employed to work a turbine, or similar piece of mechanism, in working which by highly heated gases no similar difficulty exists. For effecting the purpose in question air may be forced into a chamber where coal, coke, wood, or similar substances are burnt, or aeriform matters in inflammable proportions may be forced into a chamber and there ignited; such, for instance, as a mixture of air or of oxygen with hydrogen, with carburretted hydrogen, with carbonic oxide, with vapour of petroleum, with vapour of naphtha, with vapour of oils. Such a mixture may be generated in various ways, as by heat, by electricity, by chemical action. Its constituents may be forced into the chamber mechanically, or by the pressure developed in the chamber in which they are generated. Again, inflammable gas or vapour may be employed to work any of the engines, which have been contrived for the purpose of being worked by the explosion of gas mixed with atmospheric air; the heated products after issuing from such engine being employed to impart heat to water in the boiler of a steam-engine. The inflammable aeriform mixture may be introduced into a chamber just as it is into the cylinder of an engine worked by the explosion of gas, and issuing thence in its ignited and heated state may work a turbine or similar piece of mechanism, and it may be introduced into two or more such chambers successively. By any of the above methods the power afforded by the expansion of volume which the air and gases undergo in the fire-box or combustion chamber may be utilised previous to employing them to impart heat to the water contained in the boiler of a steam-engine.

TEMPERATURE OF THE EARTH AND THE AIR.—M. Becquerel has reported to the Academy of Sciences at Paris the results of his observations of the temperature of the earth from one to thirty-six metres below the surface, and the temperature of the air to the height of 21·25 metres, in 1861-4. In regard to the former question, he states that the temperature goes on increasing from the depth of one metre downwards, except at eleven metres, where the temperature was 0·102° above that at sixteen metres. This anomaly he attributes to some geological cause; adding that at no depth between one metre and thirty-six metres is the temperature really constant. The distribution of heat in the crust of the globe cannot be reduced to an unvarying law, in consequence of the dissimilarity of the strata which compose it, and which also are more or less permeable by water. The observations of the air in 1861, 1862, 1863, and 1864 have given the mean temperatures at the height of 1·33 metres, 10·542° centigrade; at 16·2 metres, 10·975°; at 21 metres, 11·556°. It is remarkable that at six o'clock A.M. the mean temperature at all the above-mentioned heights was nearly the same. M. Becquerel expresses an earnest desire that observations of the temperature of the earth at the depth of at least 200 metres should be made, in order to settle various chemical and physical questions.

THE MAGNESIUM LIGHT.—The American Government has ordered a supply of this metal for introduction into the American navy, to check if possible, blockade running. Several of the European Governments are also engaged in experiments with a view to its adaptation to lighthouses, and coast and sea signals, and it has been found successful at a distance of 26 miles. The public may not be aware that this hitherto rare metal is now manufactured upon a commercial scale by the Magnesium Metal Company.

PRACTICAL RECIPES.

BELL METAL.—Melt together, under powdered charcoal, 100 parts of pure copper, with 20 parts of tin, and unite the two metals by frequently stirring the mass. Product very fine. Another method is to take of copper 3 parts; tin 1 part as above. Some of the finest church bells in the world have this composition.

TINNING.—Plates or vessels of brass or copper, boiled with a solution of stannate of potassa, mixed with turnings of tin, become in the course of a few minutes covered with a firmly attached layer of pure tin. A similar effect is produced by boiling the articles with tin filings and caustic alkali, or cream of tartar. In the above way, chemical vessels made of copper or brass may be easily and perfectly tinned.

NEW TINNING PROCESS.—The articles to be tinned are first covered with dilute sulphuric acid, and when [illegible]n in warm water, then dipped in a solution of muriatic acid, copper, and zinc, a[illegible]n plunged into a tin bath to which a small quantity of zinc has been added. When the tinning is finished, the articles are taken out and plunged into boiling water. The operation is completed by placing them in a very warm sand bath. This last process softens the iron.

KUSTITIER'S METAL FOR TINNING.—Malleable iron 1 lb., heat to whiteness; add 5 ozs. regulus of antimony, and Molucca tin 24 pounds.—*Scientific American.*

THE REINNIE LAXEY MINING COMPANY (LIMITED).—Capital £36,000, in 6000 shares of £6 each.

DIRECTORS.

F. HOUSMAN, Esq., 5, New-square, Lincoln's-inn.
ROBERT CURWEN, Esq., Director of the Snaefell Mining Company, Liverpool.
A. ROBINSON, Esq., Liverpool.
T. DOWLING, Esq., South Sea House.
F. W. BECKER, St. George's-terrace, Regent's-park-road.

LONDON MANAGER AND SECRETARY—Mr. Thomas Thompson, 12, Old Jewry Chambers.
BANKERS—The Imperial Bank, Lothbury.

The Reinnie Laxey sett adjoins that of the Great Laxey Mining Company on the entire line of its eastern boundary, and the mines are, in both cases, similiarly situated, besides being the only insular mines yielding the three qualities of ores—lead, blende, and copper. Hitherto the most successful mines in the Isle of Man have been in connection with one or other of the two granite formations, one of which lies between the Great Laxey and Reinnie Laxey. The Great Laxey Mine is at the foot of the western slope of this granite range, and the Reinnie is similarly situate immediately on the opposite or eastern slope. Both mines are in the same order and condition of clay-slate, and no difference can be shown as to the more favourable situation of either section of ground, whether in reference to the important effects undoubtedly resulting from the granite range, or altogether for ample and successful mining operations.

There are six lodes opened on the Reinnie Estate, all of which are intersected by cross-courses (in some instances by the same cross-courses) as in Great Laxey. From every one of these lodes rich ore has been taken, and samples forwarded for inspection. The existence of four of these lodes has only lately become known. No. 1 lode has been worked upon to a small extent, and the trial, as far as carried out, proves it to be regular, and of a decidedly ore-bearing character. This lode varies from 3 to 9 ft. in width, and has yielded lumps of purest ore, especially out of a new shaft already sunk 16 fms. On this shaft is erected one of the best constructed water-wheels, 50 feet in diameter, thereby giving every facility for the sinking being instantly resumed. An adit has been brought up from the sea level 70 fms. below, and it is intended to carry down the shaft at once to that depth. The uniform opinion expressed by the most experienced and best of miners for many years past is, that from the present workings northward—where the ground steadily rises on the line of the lode for nearly a mile, terminating in what is held to be the most congenial of granite formations—a heavy deposit of ore can scarcely fail to be found. No. 2 is a parallel lode to the No. 1, and contains lead ore, according to the sample. This lode is specially favourable for adit level operations, as, from the sea, one could immediately be taken up 100 fms. from the surface. No. 3 lode is also parallel to the two before named, and was discovered by the cutting of the newly-made high road from Laxey to Ramsey. The samples of ore form a part of the original discovery by the workmen on the road. It can also be worked, to an equal advantage with the last-named lode, from the sea level by an adit of equal depth. No. 4 lode appears to be a decided and regular copper-bearing lode, parallel to the Great Laxey lode, and is, as important an object as the sett contains. Its peculiarly favourable position and bearing, being at the base of the granite hill, and intersecting, as it does, all the other lodes in the sett, will be manifest by reference to the plan. An adit level, 100 fms. deep, can also be brought in upon this lode. No. 5 consists, so far as already discovered, of a run of courses bearing about east and west, rich in jack or blende ores. These courses are in character precisely the same as those now so famous and so profitably worked in the Great Laxey Mines. No. 6, a new copper ore-bearing lode, will form an important adjunct to the other several promising lodes before known, more especially as it will form a junction with the blende courses and No. 1 lead lode, near the engine-shaft, from which junction the best results may be anticipated. At the head of this sett, and at a most important junction of the granite and clay-slate, there is a slide or cross-course known in the Great Laxey Mines as "Dumbells." This cross-course traverses the whole of the lodes in the sett, and where a similar intersection has taken place (a short distance off) in the Great Laxey the largest deposits of ore have been found, and at this moment it forms the richest section of the mines. The whole sett may be looked upon as containing all the elements of a similar success to that of Great Laxey, whilst a larger number of lodes, each ore bearing, has already been proved to exist, and the facilities for working the sett by adit level operations are beyond any comparison. Considering all things, there is not another sett having the same successful chance remaining on the island—certainly none yet discovered.

THE IMPERIAL MERCANTILE CREDIT ASSOCIATION (LIMITED) ARE AUTHORISED TO OFFER 30,000 SHARES OF THE VARNA RAILWAY COMPANY, ON THE TERMS OF THE FOLLOWING PROSPECTUS:—

THE VARNA RAILWAY COMPANY

(RUSTCHUK TO VARNA).

Constituted by statutes under the law of Turkey, with limited liability.
Concession 99 years.

Share capital £900,000, in 45,000 shares to bearer of £20 each, bearing a minimum interest of 5 per cent. per annum, guaranteed by the Turkish Government.

15,000 shares have been taken, 9000 of which are under offer in Turkey, according to the terms of the concession.
Price of issue of the shares £12.
Deposit on application, £1; ditto on allotment, £2.

Calls not to exceed £2 10s. per share, at intervals of not less than three months.

At this price of issue, shareholders will receive 8⅓ per cent. per annum, and interest will be allowed at the same rate on all payments. Shareholders may pay up in full.

The shares will be redeemed at par by a sinking fund guaranteed by the Turkish Government by annual drawings, to commence the year after the opening of the line, viz.:—12,500 shares during the first 33 years; 20,000 during the second 33 years; 12,500 during the third 33 years: total, 45,000.

The holder of each share drawn and paid off at £20, will receive a dividend warrant entitling him to participate in all profits earned by the railway in excess of the guaranteed interest during the remaining term of the concession.

To estimate the advantages offered to the shareholders, in addition to the minimum interest of 8⅓ per cent., and the profit derived from the annual drawings at par, it is necessary to state that the railway is estimated to yield from 10 to 12 per cent. per annum on the entire capital expended of £2,000,000; of this amount, £1,100,000 has been provided by means of obligations at the rate of 7½ per cent. interest, and redeemable by the sinking fund, likewise guaranteed by the Turkish Government; the entire profits above the aggregate guarantee will, in consequence, become divisible among the shareholders, representing a capital of £900,000, and taking into account the price at which the shares are issued each 1 per cent. of surplus profit earned on the total cost would give the shareholder an addition of nearly 4 per cent. on the amount paid by him.

Messrs. Peto, Betts, and Crampton have contracted to construct the railway and works, and provide rolling-stock, for a sum which will leave a sufficient margin in the hands of the company to pay interest during construction, and to meet all contingencies, thereby ensuing that under no circumstances shall the expenditure exceed £2,000,000.

The railway was commenced last June, and great progress has been made in all branches of the works. Fifty miles of earthwork are ready for laying the rails, and the contractors have made arrangements to open the entire line in the autumn of 1866. For this purpose all the rails will be delivered this year.

DIRECTORS.

WILLIAM GLADSTONE, Esq., CHAIRMAN. }
H. WOLLASTON BLAKE, Esq. }
CHARLES KELSON, Esq. } London.
HENRY McCHLERY, Esq. }
MAURICE J. POSNO, Esq. }
Mons. L. EMERIQUE. }
Mons. F. PAUWELS. } Brussels.
Mons. V. TERCELIN-MONJOT. }

CONSULTING ENGINEER—G. P. Bidder, Esq.
ENGINEER—William McCandlish, Esq.
CONTRACTORS—Messrs. Peto, Betts, and Crampton.
SOLICITORS—Messrs. Freshfields and Newman.
BANKERS—Messrs. Robarts, Lubbock, and Co.
SECRETARY—J. F. Walsh, Esq.
BROKERS—Messrs. P. Cazenove and Co.

OFFICES,—15, ANGEL COURT, E.C.

This railway will connect Rustchuk, on the banks of the Danube, with Varna, the principal port in the Black Sea, and will traverse for the entire distance of about 138 English miles most populous districts in the province of Bulgaria. This province remits yearly to the Turkish Government a nett revenue of about one million sterling, and provides Constantinople with cattle, timber, grain, and other produce.

The maps attached to the prospectus will show the route of the proposed railway, and the great saving of time and distance, both by sea and land. It will form the shortest and most convenient route to and from the East. It will also provide the cheapest and most direct means of communication between the Moldo-Wallachian Principalities and the countries of the Upper Danube and the Port of Varna. The journey from London to Constantinople will be accomplished in four and a half days.

The Bay of Varna is one of the best natural harbours in the Black Sea, from whence there is a large exportation of grain and other merchandise at all seasons of the year. The Turkish Government are now negociating with a company for the construction of a breakwater and quays within the bay. When these are completed the harbour of Varna will be one of the finest in Europe.

Already a pier has been constructed, extending into 16 ft. depth of water, where vessels of large tonnage may load and deliver in connection with the railway.

By means of the annual payments guaranteed by the Turkish Government, the entire share and debenture capital will be redeemed within the term of the concession.

The Turkish Government have the option of purchasing the railway on terms favourable to the company, at the expiration of 50 years.

For further details, reference is made to the original firman, convention, cahier des charges, plan for redemption, and other official documents, which, with translations, are open for inspection at the company's office.

Applications for shares in the annexed form to be left with the bankers upon payment of the deposit of £1 per share. If no allotment is made the deposit will be returned in full, and if a less number of shares be allotted than is applied for the deposit will, so far as required, be applied towards the payment due on allotment.

Prospectuses and forms of application for shares may be obtained of the secretary of the Imperial Mercantile Credit Association (Limited), 95, Bishopsgate-street; of the brokers, at No. 52, Threadneedle-street, or at the offices of the company, 15, Angle-court.

FORM OF APPLICATION FOR SHARES,
No. To be retained by the Bankers.

To the Directors of the Varna Railway Company.

GENTLEMEN,—Having paid to your bankers, Messrs. Robarts, Lubbock, and Co., the sum of £ , being a deposit of £1 per share on shares in the above company, I hereby request that you will allot me that number, and I agree to accept such shares, or any less number you may allot to me, on the terms of the prospectus, and I agree to pay the deposit due on allotment.

Usual signature .....
Name in full .....
Residence .....
Date..... Profession .....

THE VARNA RAILWAY COMPANY.—Notice is hereby given, that the LIST OF APPLICATIONS FOR SHARES will be CLOSED on TUESDAY, the 28th inst., but applications from the COUNTRY will be received by post the following WEDNESDAY morning. By order.
15, Angel-court, E.C., February 24, 1865.

ELFORD, WILLIAMS, AND CO.,
COPPER ORE WHARFINGERS,
METAL AND GENERAL COMMISSION AGENTS,
SWANSEA.

Notices to Correspondents.

*** A great pressure on our space by the Meetings of the week compels us to postpone several letters from correspondents, scientific articles, and the Remarks on the Anglo-Danubian Steam Navigation and Colliery Company, with several other matters which were intended for this week's Journal.

TREATING PEAT.—Will you kindly allow me to reply to a paragraph which appeared in your valuable Journal of Feb. 11? Your correspondent, under the initials "H. J. E." has made out a short and erroneous specification for my patent, and, according to his own confession, cannot understand it. As it is his own conception, I may pity him, but cannot enlighten him. I suppose, by paying for it, he can now see my final specification, as it has been complete two months now, or he can save further remark until the cheap publication appears, and then he will be at liberty to make as many observations as you are obliging enough to insert; and also, if he has the courage, allow him to put his name in full.—J. W. HORSFALL: 40, *Longwood-avenue, Dublin.*

ABRAHAM IRONWORKS.—Being a shareholder in this company, and looking at its past history, and the great scandal that has been brought to light in the Court of Queen's Bench, as to the getting up of the undertaking, and believing, as I do, that neither seller, middle-man or men, nor the company that brought it out, could have been ignorant of the actual circumstances, having also regard to the position of the directory, that there is not one on the prospectus who is not in some way or other before us as a public man—Members of Parliament, bankers, directors of assurance or other companies, I put the question to them, through the Journal, if the best thing they can do be not to call a meeting to wind it up voluntarily. Depend upon it, the first loss is the best. —NIGANDERIE.

MINING FINANCES.—For the sake of the tens of thousands of persons who hold shares in mines in Cornwall and Devon, it is to be hoped that the remarks in the City Article in last week's Journal on Wheal Crebor, and also similar observations made by the Chairman at the meeting, are scarcely correct. The liabilities of Wheal Crebor, merchants' bills included, are it appears only 411*l.*, and a call of 1s. per share was made. This, in the opinion of the Chairman of the meeting (Mr. J. Y. Watson), is a position more satisfactory than any other non-dividend mine can boast of. I am happy to learn the state of Wheal Crebor financially is so good; but I cannot allow that company to carry off the palm for being in the best financial position, when I know that that of the North Devon, of which I am secretary, is still better, inasmuch as we have no merchants' bills, or any other debt whatever, and have a balance at the banker's besides. The last call was Oct., 1863. I, therefore, claim for North Devon the honour of being in the best financial position, and at the same time hope that many others are in a position nearly as good.—THOMAS FIDLER: *Newbury.*

WEST WHEAL FRIENDSHIP.—Can any reader inform me, through the Journal, what is doing with this mine? The shares have been for some time fully paid up, but no report of anything doing ever appears in the Journal, nor is any meeting of the shareholders ever held. I should much like to know who are the directors, and what they think of the undertaking.—H.

MINERAL INDICATIONS.—If "G. M. S." (Limerick) will write to Mr. Henry von Uslar, 3, Duke-street, Portland-place, London, W., it may prove to his advantage.

MINING IN CALIFORNIA.—I am a shareholder in a company, formed last year, called the Washoe Gold and Silver Mining Company (Limited) of Nevada, the reported prospects of which, official and unofficial, are something fabulous, and the shares have already gone up 100 per cent. premium. A sample of silver from one of the company's mines—the Humboldt—is reported to have assayed in London 11,000 ounces to the ton of ore, and, although this could scarcely be taken as a fair sample, it may yet be sufficiently interesting to your readers to enquire about. I look forward with pleasure to the perusal of the promised papers from Mr. Pechey, of Virginia City, upon the mines of California, and trust the above may come under full treatment. The company and its reports are, no doubt, well known, and if any correspondent can in any way confirm the assay, or the prospects of the company generally, their doing so will be esteemed a favour by—INQUIRER.

QUEBRADA LAND AND MINING COMPANY.—Holding, with my friends, more than 200 shares in this company, perhaps you will be kind enough to allow me to ask the directors, through the medium of the Journal, how matters stand with us, for since the announcement of the death of the late secretary things appear to have stood still—or, indeed, looking to the present price of the shares, I may say with truth that they have retrograded. Surely, then, it is due to the shareholders that they should have a statement of facts from those to whom they have entrusted their property.—A. H. H.

WHEAL EDWARD.—In reply to "Gunnislake Miner," who seems anxious to be informed, through the medium of your valuable Journal, on the properties of carbonic gas, &c., pouring forth through the fissures of the lode in this mine—if he really wishes to know he will only have to give himself the trouble to visit the mine, which is about three-quarters of a mile from his residence, and go down into the 61 fm. level end, and pop his head into one of the large vughs, where a candle will not burn; he will certainly satisfy himself in a very short time what it indicates, and, at the same time, discover whether it is a fluid or solid, without further enquiries. I may also add that experience has taught me on many previous occasions that such gas is indicative of a porous lode, associated with an abundance of minerals.—GEORGE ROWE.

TAMAR MINES.—One of your correspondents, "A Reader," enquired about these mines a short time since. Perhaps the following information may be interesting to him and others: In October last I applied to the late secretary, and he informed me that all the materials had been sold, with the exception of one steam-engine, which he was then endeavouring to dispose of, and he hoped to wind-up the affairs of the company before the end of the year. I should be greatly obliged if the executors of the late Mr. Dunsford would kindly inform the shareholders, through your widely-extended Journal, when the affairs of the company will be brought to a close.—A SHAREHOLDER.

The letter of "An Eye Open" could only appear with the name of the writer attached.

TREWEATHA.—In last week's Journal "A Cornishman" expresses surprise at a letter which appeared the previous week, but leaves a doubt as to what gave rise to it, whether it was the temerity of any shareholder who could for a moment imply aught but the most implicit faith in the entire management of this property, or at his for the first time discovering the fact that it was not what it ought to be, or at any rate would have been, if worked according to his suggestion to Captain Rowe, but who could not act upon it, he being "only a resident agent." Be this as it may, another meeting has been held, showing debit balance on four months' working to end of December, 1016*l.* 13s. 6d.; and taking a call of 10s. per share, made in Oct. last, into consideration, with their having just now got off with another 5s. call, and "stopped all working," the prospects are certainly very encouraging to the holders of shares. The only consolation they can have must lie in an appreciation of the belief entertained by "A Cornishman" that the fault is not in the property itself, which, "if properly laid open, holds out every promise of success to the shareholders." —WHERE IS IT?

BIRCH TOR AND VITIFER.—For some time past I have not seen any reports of Birch Tor and Vitifer Mines, which, as an old working miner, I feel interested in. I think the company cannot know the real state the mine is in: if they do they must feel for the poor men, who are now out of work. When they will go to work again no one knows, for the mine is full of water to the surface. It is true we have a very hard winter, and the wheels could not work; in other winters we have been often idle for weeks together, but the mine was never in the state it is now—owing a good deal to mismanagement, by stopping a shallow adit level that was driven to take off the grass water; this was turned idle, then the mine was very soon filled with water to grass, and a bad job it is for the poor men, now all out of work. I do believe it will take nearly all the summer to fork the mine again. Will you, Sir, please allow me to state this in the Journal, the company may then do something to employ the poor men: they have plenty of untried ground which they could now work to give employment. Do, Sir, for the sake of the poor labourers, urge on the gentlemen to start East Birch Tor, or something, to give the poor men work. We think they made a grand mistake when they altered the management last April.—AN OLD WORKING MINER: *near Post Bridge, Dartmoor.*

GOLD IN WALES.—The letter of "K. R." shall be inserted in next week's Journal.

MINING IN IRELAND—CORK DISTRICT.—Will you kindly correct in next Journal a misprint in my letter of the 13th, and for "a long piece of *granite* between Browhead and Cappagh Mines," insert "a long piece of *ground*."—A MINE PROPRIETOR.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, FEBRUARY 25, 1865.

In any remarks which we have been induced to make on the Mines Commission, or in any which we may yet have to make, we have but one object in view—that is, the advancement of all such applications as will lead to the improvement of mining. This, of course, involves everything which may tend to benefit the mining interests, and to render the labours of the miner less injurious, than they now appear to be. Our duty is a very straightforward one; we have no special interest to serve, we have no hanging on to antiquated prejudices, neither do we desire to bolster up any pet hypothesis. The Commission has confirmed views which we have long entertained, and which we have promulgated years long ago, with all the earnestness of which we were capable. We have stated our belief on many occasions that sufficient attention was not given to the ventilation of our mines; and we have again and again asserted that climbing from great depths was productive of the most serious evils. Our respected correspondent, Mr. HOLLAND, cannot advance a point beyond that which we had previously reached; he has not produced an argument which has not been many times repeated in the Journal.

Our correspondent believes—at least he says so in one letter, although he qualifies this in another—that climbing is more injurious than working in vitiated air. We, on the contrary, believe that severe labour in deteriorated air is far more destructive than climbing. We think if the air at the bottom of Dolcoath Mine (we only quote this mine by reason of its depth) was as pure as the air, which we delight to breathe, on the top of Carn Brea hill, the miner would not suffer much by climbing once in the twenty-four hours from its deepest point to the surface.

We desire to show that although carelessness is evident in many mines, both in and out of Cornwall (we know not why the discussion of this question is limited to Cornwall), and although improvements are introduced more slowly under the present system of mining enterprise than we desire to see them introduced, yet that the mine adventurers and mine managers are not to bear all the burthen of the reflection, that mining is an unhealthy occupation.

This Commission was appointed to enquire into the "health and safety" of the miners. We cannot shut our eyes to the fact that the Commission has failed to probe the wound to the bottom, Imperfect ventilation and

severe climbing we admit, and the fulness of the enquiry into the questions of "safety" we allow, but we regret that the Commissioners have failed to perceive causes deeper than those, which insiduously undermine the vital power of the miner.

Sir WILLIAM HAMILTON says somewhere—we believe in his essay on "Cullen"—that the medical profession are curiously one eyed. He means by this that, owing to some defect in their education, they are unable to examine, with impartiality, two sides of a question. Instead of this they adopt an hypothesis, and then all their observations are coloured by the medium through which they look. This is illustrated, by the same philosopher, by showing how obstinately medical men ranged themselves on the side of *plethora* or *cacochymia* as the two great causes of disease, and how their whole therapeutic was directed to change the quantity or quality of the fluids. This failing, is still the reason why medicine does not realise the dignity of a science; and it is under this influence that all the medical men quoted by our correspondent are disposed to see only one source of evil, while many poisoning sources run into the stream of life.

As the children of the diseased miner come into the world now, tainted with that evil which has made them early orphans, so our miners are charged with the afflictions of their parents. Inherited diseases often lurk long in the system, and manifest themselves generally only at those climateric periods which are so well known to the physician. They may be subdued by maintaining the system with nutritive diet and pure air, and eventually they may be eradicated. But the miner's child has no such aids as those. With meagre fare of the most indigestable kind, and sleeping in cottages where the air is loaded with impurities, the child struggles up into life. At an early age he or she begins to "earn its living" on the dressing-floors, working in damps and draughts, and endeavouring to support nature with the "barly huggan," or the "potatoe pasty."

Can it be possible with such training as this that a man can grow in stature and in strength, equal to the power of resisting impure air, climbing from great depths, beating the borer, exposure to winds, rain, hail, and snow, after having worked for eight hours in a temperature of from 70° to 80° Fahr.? Every improvement introduced into our mines must tend to benefit the miner, but until the man is taught to make his home more healthful, and to know that any given amount of labour demands an equivalent of food, to restore the wasted muscle, we shall not greatly improve the condition of our miners.

We do not think it necessary to say much in reply to the remarks of Mr. HOLLAND. We are content to refer our readers for a full confirmation of all that we have said to the Commissioners' Report which we have published in sections in our pages. Those pages are at all times open to the remarks of Mr. HOLLAND, but when he speaks of "gross misrepresentations," he should be certain that they are so. Mr. HOLLAND writes—"He says, they recommended that metal mines *generally* (italics Mr. HOLLAND'S) should be ventilated by furnaces. They have said nothing of the sort."

In Resolution 1 we read as follows:—"In cases where natural ventilation is insufficient artificial means must be resorted to; and of these it appears to us, *by far the most effectual*, where it can be adopted, is that which is *generally in use in the coal mines—namely, the rarefaction of the air in one of the shafts by the heat of a furnace.*"

AURIFEROUS QUARTZ MINING—No. II.

BY THOMAS BELT.

In some few mines the quartz breaks up naturally into small pieces when it is extracted from the mine, but generally it requires to be spalled before it is delivered to the stamps, which are now universally used for reducing it to powder. The quartz should be broken up to pieces not exceeding 3-in. cubes in size, and it is often broken to a 2-in. guage. For this purpose the American stone-breakers are a great improvement upon the old system of hand spalling. They were first used for breaking road metal, but were soon enlisted in the service of the miner, who has found them most efficient aids in breaking up the hard materials with which he has to deal. A much less expensive and more simple form of stone-breaker is in use in North America than that introduced into England as Blake's Patent Stone-breaker, which is an excellent machine, but too costly. In Nova Scotia a stone-breaker can be obtained for 30*l.* quite as efficient as those sold in England for 120*l.*

Sometimes it is found advantageous to calcine the quartz before stamping, and where large quantities of arsenical pyrites are present I have found it to be so, as the arsenic is driven off, the pyrites decomposed, and the gold which it contains released. Arsenical pyrites, or mispickel, is very hard, and has a specific gravity of 6·3, but, after roasting, the oxide of iron which remains crumbles to powder, and has only a specific gravity of 4·5. It will depend upon the cost of fuel whether it will be better to calcine the whole body of ore, or to separate the pyrites by ore-dressing machinery, and roast them in a reverberatory-furnace. In a new country, where wood can be often had for cutting, it may be best to calcine the whole of the quartz. This is done in funnel-shaped kilns, similar to those used for burning lime. A layer of wood is placed at the bottom of the kiln, upright pieces of wood being also put round the sides, and then the kiln is built up with alternate layers of quartz and wood. The top is heaped, and closely covered with small stuff, the object being to obtain a slow combustion of the wood, and to avoid an intense heat. A quick fire would melt the pyrites into slag. If properly calcined the quartz is friable, free from slag, and of a white colour streaked with red. When the quartz is calcined stone-breakers will not be needed, and the stamps will reduce from 15 to 20 per cent. more than when it is raw, but still the cost of burning will exceed that of the extra breaking and stamping, so that it should not be used excepting where there is some ultimate gain in the extraction of the gold.

For stamping I prefer the round revolving stamps to the square Cornish ones, although I was long prejudiced in favour of the latter, and I find this prejudice very general in England, partly caused, no doubt, by some revolving stamps of inferior construction having been introduced, and their failure considered to involve the failure of the principle, but I have fairly tried both, and I am convinced that the revolving stamps are greatly superior to the others, and that not many years will elapse before they will be in general use. There is much less friction, and, consequently, less wear and less strain. The stamps wear more equally at the bottom, and the lifting shaft is light and portable, compared with the cumbrous cam-barrel of the square stamps; a point of some importance, when, as it is often the case in gold mining, the machinery has to be carted for long distances over bad roads.

The stamp-head is often made solid with a shank, which fits into a socket in the thickened end of the shaft, but I prefer them made with shoes. Each stamp then consists of three parts—the shaft, the head, and the foot or shoe, the whole together weighing from 4 to 6 cwts. The shaft is of round wrought-iron, and the best method of fixing it to the head, when they are made separately, is to turn the bottom of the shaft with a slight bevil, and to bore a socket with a similar bevil in the head. All that is then necessary is to tighten the shaft in the socket, and set it to work, when every blow will tend to fix it more firmly. The stamp-head is of cast-iron, with strong hoops of wrought-iron at each end. It might, probably, be an improvement to forge the head and shaft in one piece. The shoes are made of the hardest white iron, or of steel. They are 4 in. long, and have a square shank 4½ in. long, 3½ in. square at the shoulder, tapering to 3 in. square at the end.

The lifters ought to be made of the best wrought-iron, or of wrought-steel. In some of those introduced into England they were made of cast-iron, and soon got out of order. The stamps are lifted 10 in. high, and each stamp strikes from 65 to 70 blows per minute.

In gold works, box coffers, where the bottoms, sides, and ends are cast in one piece, ought always to be used, as it is found impossible to make them perfectly tight when they are jointed together. They should be furnished with false bottoms to stamp upon. These are made in two or more pieces, so that they may be readily lifted out when the coffers have to be cleaned up, or the false bottoms changed.

For the gratings, iron-wire gauze is better than perforated copper plates, as mercury can then, if required, be used in the coffers. The degree of fineness will depend upon the character of the quartz; and when I come to treat of the testing of the waste products, I will show how it may be easily ascertained whether it has been reduced small enough to liberate the gold or not.

Where the gold is contained partly in pyrites it is important not to stamp too fine, as the pyrites contains the gold in an almost impalpable form, and requires to be separated from the quartz, and treated by itself. It breaks up smaller than the quartz when stamped, and if reduced too small passes off as slime, carrying with it a considerable portion of the fine gold. The loss often ascribed to "floating" gold is caused in this way. At the Port Phillip Company's works an experiment was tried in 1862 by stamping the quartz finer in one of the batteries than in the remainder, to see if a larger amount of gold could be obtained by that means, but a contrary result was produced; more gold was lost, which was ascribed to the cause I have mentioned. A very useful size of grating is one with the spaces between the wires 1-25th of an lineal inch square, through often a coarser mesh will do.

FOREIGN MINING AND METALLURGY.

At St. Dizier affairs have not been active, but, at any rate, they have displayed more activity than was observable during January. It is much to be hoped that this amelioration in affairs may be sustained. A new contract for charcoal-made pig has been concluded, and has confirmed the price assigned to that article. Quotations of iron have remained without change; first-class rolled merchants' irons making 8*l.* 16s., and hammered irons 10*l.* 4s. to 10*l.* 12s. per ton; axles, 12s. to 16s. per ton in addition. The sale for iron wire has remained easy at 11*l.* 12s. per ton. All these prices refer to the quotations current in the warehouses of producing establishments. At Marseilles, Swedish steel in warehouses has made 19*l.* 4s. to 20*l.* 16s. per ton; Trieste steel, 23*l.* 4s. to 24*l.* 16s. per ton; rolled red copper for sheathing, 108*l.* per ton; yellow ditto, 90*l.* per ton. English pig, 4*l.* 8s. per ton; lead in saumons, first fusion, 19*l.* per ton; ditto, second fusion, 18*l.* 12s. per ton; ditto, shot, 20*l.* per ton; rolled and in pipes, 19*l.* 12s. per ton; and rolled zinc, 28*l.* per ton. The shareholders in the great Parisian Company for Lighting and Heating by Gas, will hold their ordinary general meeting on March 16. The meeting will have to deliberate on the ways and means required for carrying out new conventions which will then have been concluded between the company and the City of Paris. The Mouzaia Mining Company has just held its annual meeting at Paris. The manager read a report on the affairs of the company, and it appeared that it had, unfortunately, not extricated itself from the embarrassments which for nine years have paralysed its development. The concern has now, however, entered upon a regular period of working, and has at its head a manager who appears animated by the best intentions, and who occupies himself very seriously with the affairs of the undertaking. The manager's report indicated the efforts made in the course of 1864 for the importation of the iron mineral into France, but insurrection in districts bordering on the Mouzaia Mines rendered transports impossible, horses, mules, and oxen having fallen into the hands of the rebels. More recently incessant rains have rendered the roads impracticable, and this state of things still continues. There now remain in the warehouses of the company 144 tons of minerals, an outlet for which will easily be found in France. This mineral represents a value of nearly 1000*l.*, and if it is soon realised, the floating capital will be supplied which is so much required to stimulate the progress of the works. As a financial measure the company has decided that the Caronte works, which represent a value of several thousand pounds, shall be sold, in order that the funds may be applied, three-fifths to the redemption of obligations, and the other two-fifths to re-inforce the floating capital. Three commissaires have been appointed to prosecute this sale, in concert with the manager. The accounts of the management for 1864 have been approved. This is an Algerian enterprise.

The production of pig-iron in France during the ten years ending 1863 has been calculated as follows:—

Year.	Charcoal-made.	Coke-made and mixed.
1854 ..... Tons	342,873 ..... Tons	427,196
1855	360,818	488,478
1856	374,983	548,164
1857	373,379	619,052
1858	326,314	545,242
1859	336,018	520,134
1860	301,327	578,959
1861	298,000	590,000
1862	285,000	768,000
1863	280,000	900,000

The production of iron manufactured with charcoal, with two combustibles, and with coal, is estimated thus:—

	Charcoal.	Two combustibles.	Coal.
1854 ..... Tons	72,990	20,918	417,227
1855	79,934	20,354	456,929
1856	85,146	19,824	463,699
1857	83,755	19,566	456,638
1858	87,453	15,014	427,634
1859	90,654	16,933	412,511
1860	87,112	28,130	444,142
1861	76,600	32,400	463,700
1862	71,100	29,400	600,000
1863	76,000	22,700	606,000

The totals referring to the years from 1854 to 1859 are extracted from the statistical works of the Administration of Mines. Commencing with 1860, we have only approximate data, which will be completed by a forthcoming quinquennial review of mining and metallurgical industry in France. It will be remarked that the last few years have presented, as regards coke-made pig and iron manufactured with coal, sensible augmentations. The Baron de Lespérut, in writing on the subject, says:—"In various documents which have been published for several years past—either by private individuals or by the Government—it has been customary to divide French works into two categories—those which prosper and progress, and those which sustain themselves with difficulty. There is a third class, which is forgotten—those which are extinguished, and which cast adrift, to their great despair, the populations which they had attracted to them, and which they had sustained. This last category, unfortunately, is numerous. An honourable deputy two years since attempted to cause this fact to be appreciated, and stated that of 65 blast-furnaces which existed in the metallurgical centre composed of the Haute-Saône, and two or three neighbouring departments, 30 were extinguished, and he gave their names. At present 42 or 45 out of the 63—or two-thirds—are in this position. It is not only in this part of France that the evil exists, but there are also a few works extinguished every where—some in the North, some in the Centre, some in the South, and some in the East, as well as in the West. This department has 10 blast-furnaces extinguished, that has 12, and another 15. The documents published detailing the position of works of the second category—those which suffer—attribute their difficulties to the fact that those works were placed in bad conditions. This is a convenient argument, but they were not badly situated four or five years since; they were then carried on with facility, many of them were of recent construction, and many others had expended considerable sums of money to supply themselves with tools, and to introduce all the improvements of modern science. They existed and were conducted vigorously, their managers trusting to the future, and to the protection of the laws of their country. They occupied a large number of workmen, and the high wages which they distributed spread ease around them; but now, notwithstanding the energy of the superintendents who direct them—notwithstanding the sacrifices which those superintendents, in their paternal solicitude, have not scrupled to make for the working populations who surround them—notwithstanding the intelligence and devotion of those populations—these establishments experience sufferings which the Government might abridge by the employment of certain measures. As regards works of the first category—those which have continued not only to prosper, but to progress—I strongly doubt whether their present state enables them to say that the position of metallurgy is generally satisfactory. To enable an industry to progress it is not sufficient that it should produce on a large scale, it must produce on remunerative terms, and give dividends to shareholders. But those who have studied this question cannot ignore the fact that these distributions become every day less frequent in the iron trade. * * * * * * * Yet during the last 10 or 12 years have we not seen new wants on an immense scale displayed on all sides. Have not railways called every day for more and more considerable supplies of rails? In buildings has not iron replaced wood, now become too scarce, and often stone? Has not iron, again, been employed in building and plating ships? Everyone pressed the iron trade to march on and to keep pace with the exigencies of the period, but there was no necessity for exciting it, as it felt that it had an obligation and a duty to discharge. Extensions have been going on for 10 or 12 years; industry did not hesitate to call to its aid capital, it made enormous sacrifices, and it began on all sides to build. Now, if it can be reproached with anything it is for having built too much and having manufactured too much. The majority of the new constructions undertaken were commenced before the Treaty of Commerce (with England, we suppose), those which were afterwards pursued, or are still being prosecuted, were for the most part only the necessary development of previous works, which had absorbed immense capitals for ironworks, are not constructed in a year or two, but some are only completed at the end of 8, 10, or 12 years, and even more. In proportion as railways and canals were completed and approached metallurgical basins works prepared to extend their fabrication received at reduced rates the raw materials, which before falling them, or only reaching them by costly means, did not enable them to manufacture on a sufficiently extensive scale to reduce their general expenses. They hastened to profit from these reductions of prices, and to diminish these expenses, which are a question of life and death to industry. It was necessary for them to do what they did or perish. If I wished to prove that the Treaty of Commerce has contributed in no degree to the extension of French metallurgy, nothing would be more easy to me than to do so. Not only are there establishments commenced which have not been completed, and others of recent construction which have been never brought into operation, but there are others which have been lighted only because they were ordered to be put into operation by the tribunals in presence of engagements which they could not break, and in respect to which they offered large indemnities. Others sold by auction, by the authority of justice, have only realised a fourth, a fifth, or a sixth what they cost, and the price paid for them had only reference to the value of the materials of which they were composed." We have given M. de Lespérut full swing; but, at the same time, we must recall the fact that the statistics given show that the production of pig in France in 1854 was 770,069 tons, while in 1863 it had risen to 1,180,000 tons. Again, the production of iron, which in 1854 stood at 511,135 tons, had, in 1863, been carried to 704,700 tons. It is perfectly true that charcoal-made pig and iron appears in an unsatisfactory position, but other descriptions appear to be making progress. It is obvious that the depression in the production of charcoal-made pig and iron would cause considerable individual suffering, although the general course of the French iron trade might still be onwards.

In a report presented to the General Council of the department of the Nord, on steam navigation on canals in France, M. Gosselin, engineer, makes some interesting statements on the present conditions of haulage, plans intended to substitute steam for horse-power in the traction of boats, &c. Haulage has been entirely free on the canals of the department of the Nord since September 1, 1860; the service suffers generally from this state of things, the effect of which is to reduce speed without diminishing the cost of traction. The Daubigny Company is now attempting to substitute steam for horses in the transport of coal, but this experiment has been too recently made to admit of its being possible to appreciate the results obtained. M. Bouquié, inventor of a system of steam-haulage, with submerged chains, has just solicited permission to apply and work his system on the whole part of the line from Mons to Paris between Condé and Conflans. The affair is submitted to the examination of the Government, and seems to have some chance of resulting favourably, as for some time past the General Council of Bridges and Roads has recognised the fact that the haulage by steam-power of M. Bouquié was superior to all the systems of traction previously proposed, while the chains opposed no obstacle to the progress of ordinary boat navigation. Hopes are, then, entertained that the still barbarous working of the navigable streams of the department of the Nord will enter upon an era of true progress. Although what is known as the *bief de partage* of the St. Quentin Canal is not situated in the department of the Nord, M. Gosselin makes certain propositions to reduce, as much as possible, the time and expense involved in crossing that difficult passage. The towing of canal boats is now regulated only in tunnels. The administration delivers towing plant gratuitously, and entrusts the supply of horses to a contractor. Thanks to the excellent arrangements which exist, the expenses of haulage have been reduced to ·048d. per ton per mile. But the progress of the boats is so slow that only one voyage can be accomplished per day. It is proposed to introduce steam-tugs throughout the whole extent of the *bief de partage*. Besides a considerable saving of time which will result from a continuous and uninterrupted traction, it is expected that the cost of haulage will be reduced to the extremely low rate of ·019d. per ton per mile. The execution of this improvement will not involve to the State an expense of more than 6400*l.*

REPORT FROM NORTHUMBERLAND AND DURHAM.

FEB. 23.—We have nothing new to report in connection with the Coal Trade; coal works generally throughout the district are well employed, and the men earning good wages; they also appear to be, on the whole, well contented with their present prices, and although it is, perhaps, rather soon to allude to the yearly bindings which occur during next month, yet it is not likely that any change of importance will occur at that time, either in the rate of prices or other arrangements connected with the working of the collieries. With respect to the ironworks, the case is somewhat different, as notice has been given that unless the men now striking in North Staffordshire go in, all the puddlers in Great Britain will be locked-out after the expiration of one fortnight from the 18th inst. It is, however, hoped that the latter course will not be necessary, but some amicable mode of solving the difficulty will be discovered.

As the general trade and business of the district is brisk, most of the railways and public companies are making good profits. The half-yearly meeting of the Blyth and Tyne Railway Company was held on Monday, when a most gratifying report was presented to the shareholders. This important coal line, and since the opening of the new branch to Newcastle passenger line also, has been one of the most successful and profitable in the kingdom. The usual dividend of 9¼ per cent. was declared on the original shares, so that the shareholders have every reason to be perfectly satisfied. The subject of the Low Light Docks was brought before the meeting by the Chairman, and it appears from the statement made by him that the unfortunate Low Light Docks are again in danger of falling through, for the Blyth and Tyne Railway Company raise some objections to the mode in which the Tyne Commissioners propose to execute the docks, as to dimensions, exact locality, &c., and on those objections being made known to the committee of the Tyne Commission, the latter very coolly reply, that considering the objections raised to the measures of the Commissioners by the coalowners and Blyth and Tyne Railway Company, the committee will recommend to the Commissioners the relinquishment of the whole scheme. It must be noticed that the parties alluded to appear to object particularly to the measure now before Parliament making it compulsory that the coalowners and railway company advance 100,000*l.*, as promised. In the meantime, the Tyne Commissioners have every encouragement to proceed with their gigantic works connected with the improvement of the river, as the trade of the port is increasing most rapidly. The increased depth at the mouth of the river has brought a much larger class of vessels, and the facilities for loading them in the Tyne and other docks is so great as to materially increase the trade of the port. The Tyne Dock, especially, has secured a large trade, and is now fully employed. The natural consequence of this is, the Steam Coal Trade, which formerly went to Sunderland, is now taken to the Tyne, and the Sunderland people are sadly chagrined at the loss of their trade. This, however, is useless; the only means they can employ is to follow the example of the Tyne Commissioners, and improve their river, extend quays, &c., so as to encourage the establishment of ironworks and various other manufactories, for it must be noticed that not only in extent, but in variety, the Tyne far exceeds the Wear in manufactures, &c. One very important branch, the chemical and alkali trade, is hardly to be found at Sunderland; yet the raw material is equally accessible at both places, but the river frontage is, of course, the great advantage in the case of the Tyne. The only course likely to improve permanently the trade of the Wear is, without doubt, to improve the river generally, and extend quays westward.

Most of the limited liability companies started in the district are doing well, and some of them are greatly extending their business. The Tyne Steam-Shipping Company have published their first half-yearly report, which shows that their operations have resulted in good profits being realised, a dividend at the rate of 10 per cent. having been declared, and a considerable sum being carried to the reserve fund. More steamers are in course of building for this thriving company. The Limited Company carrying on the works of the late John Abbott and Co., of Gateshead, is going on most prosperously—doing a very large business. Their books are full of orders in most branches, and particularly for cast-iron pipes. In this branch they have orders which will keep them fully employed for several months to come. Preparations are also making for the erection of rolling-mills at these works on a large scale, this branch of trade not having been carried on hitherto at these important works, although most other branches of the iron, copper, and tin trades are to be found, and also chain and anchor making on a large scale. The shares of this company are at a high premium.

The Blast-Furnaces and Ironworks of Sir William Armstrong, at Elswick, are expected to be opened in May next. In the meantime, the coal and iron ore works at Ridsdale are making good progress, so that the supplies for the works at Elswick will be fully prepared. But independent of this, these works are well situated for obtaining a supply of ore, coke, &c., from other quarters. The new ironworks in connection with the establishment of Messrs. Hawks, of Gateshead, are also rapidly approaching completion. They are situated a short distance from the present works, and consist of puddling-furnaces, rolling-mills, &c, on a large scale, and they are fitted up in the best manner, embodying all modern improvements.

REPORT FROM DERBYSHIRE, YORKSHIRE, AND LANCASHIRE.

FEB. 23.—Both the Iron and Coal Trades in South Yorkshire are in a less satisfactory state than they have been for some months past, and there is every appearance that complications and conflicts between the men and their employers will take place before the opening of the spring business. The demand for iron of all qualities has of late been very indifferent, and the resolution of the Staffordshire masters has been carried out in the district, the puddlers at the extensive works of the Messrs. Dawes, at Milton and Elsecar, being under notice to leave unless they submit to a reduction in the prices hitherto paid. Whether the men will submit to the proposed reduction, or take the alternative, is a matter of question, but, judging from the past, it is more than likely that they will stand out. At other places the men are in the same position, and the action taken by any one body of the workmen will doubtless be followed by the others. There is considerable activity in the Coal Trade, the demand for the London and Southern markets being very good, although the want of locomotive power has for some weeks past seriously interfered with the ability to supply. Through the energy of Mr. Plimsoll, of London, whose patented drops are about to be erected at King's Cross Station, the South Yorkshire coalmasters will be greatly benefited, as, in comparison with the present drops, which cause a large quantity of slack to be made, there will be a saving of from 12 to 15 per cent. at least. We are promised a strike at one of the most extensive Silkstone Collieries—the Strafford Main. The men have embodied in a petition a series of grievances, some of which appear to be well grounded; but all their attempts to come to an amicable settlement have been met with contempt, and they are, consequently, apparently ready to go out. Unfortunately for the colliery alluded to, it has been one in which, more than any other in the district, masters and men have, during the last two years, been more than ordinarily at variance.

Considering the present unsatisfactory state of the trade, there is less of underselling than usual. The orders given are for immediate requirements, and but little is done for speculation. The continental advices are more favourable, and large orders have been received by two firms for machinery for export. The locomotive engine builders are exceedingly busy, not only with orders for home lines of railway, but also for the Continent. The Midland Railway Company intend to largely increase their workshops for locomotive engine building. Some interesting experiments are about to be made upon a 300-pounder smooth bore gun, made of a metal known as "Firth steel;" Messrs. Firth having become the proprietors of a patent which, it is said, has a German origin. Their works are situate near Chesterfield, and the growth of the concern plainly indicates the extent to which the manufacture of this "steel-iron" is being carried out.

A meeting has been held to-day, at Chesterfield, to form a joint-stock company, to work the patent of Mr. J. T. Calow, of Staveley, for safety-chairs for drawing-shafts. The company is to be called "The Patent Safety-Chair Company." A capital of a few thousand pounds is considered as sufficient to fairly bring the invention, which has been described in this Journal, before the public. Mr. Calow has some first-class testimonials in favour of the invention.

Several of the Yorkshire lines of railway have held their half-yearly meetings this week—the Cleveland Company on Wednesday. This line is mainly fed by the blast-furnaces in the Cleveland district, but the lessened demand for ironstone has curtailed the income of the company. The South Yorkshire meeting was held the same day. In this company's affairs, the strike in the South Yorkshire coal field had operated much against the traffic of the company. The meeting authorised a subscription of 30,000*l.* towards the capital of the Trent, Ancholme, and Grimsby Railway, which also held its meeting on the same day, and amongst other business sanctioned the raising of 60,000*l.* additional capital, in 6000 (10*l.*) shares; and the board of directors were empowered to borrow 20,000*l.* There are two rival railway schemes in Yorkshire, one promoted by the North-Eastern and the other by a company called "The Leeds, North Yorkshire, and Durham Railway." Meetings are held frequently, and the greatest efforts are being made to oppose each other in Parliament.

There is much gossip and speculation as to the forthcoming dividends of the Staveley Coal and Iron Company (Limited), the Sheepbridge Iron and Coal Company (Limited), and one or two other concerns in Sheffield, which have in the last year entered upon the phase of limited liability. At Staveley, Mr. J. Barrow, who has just inherited the immense capital of his brother at Staveley Works, has taken up his residence at Ringwood, the seat of his late brother, and is very actively engaged, along with his son, who is a director, in looking after matters of business; and in the coming summer some large works may be expected to be added to this immense concern.

A subject well worthy of the serious attention of the South Yorkshire coalowners has just been introduced to their notice by Mr. Samuel Plimsoll, whose name is already well known to the readers of the Journal. He proposes to indicate the presence of explosive gas by the use of an instrument consisting of a piece of glass tube, placed vertically in the place likely to prove dangerous, within which there floats a small balloon of goldbeater's skin, filled with explosive gas. Mr. Plimsoll considers that the rise and fall of the balloon within the tube would indicate danger or safety, as the case may be. As proof of the ne[illegible] possessing some means of indicating the presence of explosive gas, Mr. Plimsoll [illegible] the many alarming fatalities which have occurred in the district—15 men [illegible] in 1841, at Mount Osborne; 73 in 1846, at the Oaks; 9 in 1847, at Beeston Main [illegible] 1849, at Darley Main; 50 in 1851, at Warren Vale; 189 in 1857, at Lund Hill; [illegible] in 1860, at Higham; and 52 in 1862, at Edmund's Main.—[This subject is fully referred to in another column of this day's Journal.]

The applications for Letters Patent include—Messrs. R. Hill and R. Tushingham, of Garston, for an improved preparation or treatment of clay for the manufacture of bricks; Mr. John Brown, of Sheffield, [illegible] improvements in armour-plates for vessels of war, and for other similar purposes; M[illegible]. Claus, of Fearnhead, for improvements in obtaining sulphates and carbonates of potash and soda; Messrs. C. Brakell, W. Hoehl, and W. Günther, of North Moor Foundry Company, for an improved composition as a substitute for leather or similar materials; Mr. T. Ogden, of Cliff Mound, Higher Broughton, for improvements in mechanism or apparatus for lubricating the cylinders of "slashing" and "taping" machines, such machinery being employed in the sizing of cotton and

other yarns; Mr. J. G. N. Alleyne, of Butterley Ironworks, Alfreton, for improvements in puddling-furnaces, and in apparatus connected therewith; Mr. H. Percy, of Bawtry, in the West Riding of York, for improvements in sewing-machines; Mr. J. Cliff, Wortley, near Leeds, for an improvement in the utilisation of the waste gases of blast-furnaces.

SHEFFIELD, Feb. 23.—There is not much change to notice in the state of trade here during the week. The only new feature is a further improvement in the orders from the Federal States of America. The improvement extends to cutlery, tools, and steel; and, though business with the Federals cannot be considered active, it is better now than at any previous period during the past six months. There is some further improvement to notice in several of the Continental markets in the demand for steel, steel wire, and some descriptions of tools. In other respects the various markets are in the state previously reported. The armour-plate makers have not yet completed the order for the *Royal Alfred*, but beyond that there is little doing in that branch. Messrs. Brown and Co., Messrs. Cornwall and Co., and the other manufacturers of iron at Sheffield, have, pursuant to the resolution of the Ironmasters' Meeting at Birmingham, given their workmen a fortnight's notice of an intended lock-out if they continue to support the strike in North Staffordshire. The men have had several meetings during the week, but have not yet decided what course to take. It is expected, however, that they will refuse to withdraw their support from the Staffordshire men, and that a lock-out here will result if the strike in North Staffordshire continues. The adjourned meeting of the creditors of Messrs. J. J. Harvey and Co., crinoline manufacturers, has been held to-day. The committee of investigation have reported favourably, and the creditors have agreed to accept a composition of 7s. 6d. in 1*l.*, to be paid in bills at three, six, and nine months, the last instalment to be satisfactorily guaranteed. Several smaller firms in this branch of trade have failed during the last few weeks. There is some agitation in the building trades here. The operative joiners have given notice of their intention to demand an advance of 3s. per week in summer, and 1s. per week in winter. In accordance with an arrangement made at the termination of a similar agitation last year, a four months' notice has to be given, and consequently the question will be allowed to sleep until the beginning of summer. The journeymen painters have applied for an advance of 3s. per week. The coal trade here continues very brisk, and the demand for coke improving.

REPORT FROM MONMOUTH AND SOUTH WALES.

FEB. 23.—The Iron Trade is unquestionably in a better state as regards demand than for some time past. There is a fair enquiry on continental and colonial account, and there are Indian orders as well in the market. Quotations are, upon the whole, well maintained. Tin-plates remain without change, and prices continue low. The steam coal trade is in an active state, and merchants are, as a rule, full of orders. House coals are in brisk demand, and quotations rule in favour of sellers.

THIN SHEETS OF IRON.—Further experiments seem to have been made in the thin Sheet Iron Rolling, the result being that every previous effort has been completely eclipsed. Messrs. Wm. Hallam and Co., of Upper Forest Tinworks, near Swansea, have succeeded (by iron manufactured on the premises) in making a sheet 10 by 5½, or a surface of 55 inches, of the extraordinary light weight of 20 grains, which requires close upon 5000 such sheets to make 1 inch in thickness. It has passed through the cold rolls, and has a most beautiful surface. To exceed it seems almost impossible, in fact, we understand that it cannot be done, unless with iron made most expensively. The best brands of that firm are made from iron of a similar character, and has long been in the market.

Messrs. Neville, Everitt, and Co., of the Marshfield Black Plate Works, Llanelly, have just produced some plates still thinner than those already referred to in the Journal as being manufactured by them. The weights and dimensions of the plates are—8 in. by 5½ in., 43 grains; 7¼ in. by 5¼ in., 23¼ grs.; and 9¼ in. by 5¼ in., 38 grs., the last being probably the finest sheet yet produced.

Mr. John Edwards, of Pontardawe Tin-plate Works, has succeeded in rolling a sheet of iron 15¾ inches in length by 7 5-16 inches in breadth, and weighing 60 grains. It is the 3799th of an inch in thickness.

Negociations are in progress with the view of an amalgamation between the Newport Dock Company and the projected Alexandra Dock Company, and there is every probability of their coming to a successful issue. Should an amalgamation be agreed upon, it is expected that the two companies will combine to oppose the East Usk scheme. The latter is, however, strongly supported in the district, and it is understood that the Midland Company are anxious for the success of the project, in order to make Newport a channel terminus for their line.

The Burry Port Company contemplate filling up the canal to Kidwelly, and construct a line of railway instead, which will form a junction with the Carmarthen and Cardigan extension at Kidwelly.

COLLIERY EXPLOSION IN THE RHONDDA VALLEY.—The district in which the awful Cymmer explosion occurred has again been visited by a like catastrophe, although not so frightful in its results. It appears that on Friday last an accumulation of fire-damp exploded at the Bute Merthyr Colliery, Ystradyfodog, in a part of the workings where some half-dozen men were employed at the time. Of this number three were brought out dead—John Middleton, aged 34; Thomas Williams, 28; and George Dyer, 22. Joseph Hall, aged 21, was also so badly burnt that, in spite of incessant medical attention, he died on Saturday morning. The inquest has been formally opened and adjourned, in order that enquiries may be made as to the cause of the explosion. The affair is as yet involved in mystery, but it is to be hoped that a searching investigation will be made as to whether there was any neglect in the management, or whether it was recklessness on the part of the men that caused the explosion.

SWANSEA.—We are glad to announce the completion of a new and commodious forge by Messrs. Jenkins and Co., at the Beaufort Tin-Plate Works. The engines and machinery are of a superior make and finish, and were erected by the Millbrook Iron Company of this town, from designs by their engineer, Mr. Wm. Williams. A successful start was made on Saturday last, when Mrs. J. J. Jenkins, the lady of the respected managing partner of the firm, put the engine in motion, amidst the plaudits of the workmen and others who had assembled. As Mrs. Jenkins made her appearance near the engine-room she was presented with a neat address from the agents and workmen engaged at the works. In the evening all in the employ were amply regaled with *cwrwda* in the assorting-room, the pleasant gathering there being under the presidency of Mr. David Edwards, agent.

The arrivals at Swansea include—the Richmond, from San Sebastian, with 91 tons of copper ore, to order; the Dahlkarlsa, from Lisbon, with 150 tons of silver ore, for Dillwyn and Co.; the Emanuel, from Havre, with 19 tons of copper ore and 29 tons of iron ore, for H. Bath and Sons.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

FEB. 23.—There is a continued steady improvement in the demand for irons, and the works are, with few exceptions, better employed, though few are in full operation. The demand for the United States continues to be a mere dribble of orders, and a revival of the trade with that great market appears at present remote. How far the North Staffordshire strike may be sending orders here it is hard to say, but no doubt some of the improvement experienced is traceable to that cause. Buyers have not yet, however, begun to take alarm at the possibility of the supply being cut off by the operation of the lock-out, which is to begin from Monday week, should the North Staffordshire puddlers remain out. In that district a few more men are at work, but the old puddlers, with few exceptions, are out. The general impression is that they will return to work now that the masters have taken the steps they have decided upon. It is in some cases denied that the South Staffordshire men are supporting the men on strike in North Staffordshire; but it is certain that the strike was resolved on at the general meeting of the National Association at Brierley Hill, and as the men are acting together nationally, there is no way by which the masters can meet them except by making the whole responsible for the acts of those of any one district. The probability is that there will be no protracted strike, and it is said that the struggle was advised by the men, in the fear that if they accepted the reduction without resistance another would follow.

The Hardware Trades of South Staffordshire are looking up. The home demand continues quiet, which is the result of the general depression which followed the strong flow of activity last year. The extraordinary price of cotton has had the result of raising the price of wool and other raw material to very high figures, and the uncertainty as to the continuance of these high rates induces great caution, and hence trade in the great northern manufacturing districts is dull. The foreign demand is, however, recovering. The East India trade is recovering from the dulness which prevailed last year, and the Brazilian and River Plate mails bring more orders.

The three terrible colliery accidents previously noticed, by which eleven lives were lost, have been the subjects of enquiries before coroners' juries this week. In the case of the accident at the Salt Wells Colliery of the Earl of Dudley, it will be remembered that six men were killed by the sudden fall of a mass of about 50 tons of coal, under which they were buried, being all quite dead when extricated. The chartermaster of the pit, Mr. Samuel Davis, and his deputy, Mr. William Smith, where at the spot when the accident occurred, a minute or two before it took place; and on going away they heard first what colliers call a "bump;" that is, a general subsidence of the strata, and directly afterwards a crash as of coal falling. On going to the spot where they had left the six men they found the coal down, and heard one voice call out "Pikey," which was an alias of one of the six men, whose name was Richard Richards. Richards was the first man got out, he being extricated in about half-an-hour, but he was quite dead. At an inquest as to his death, before Mr. E. Hooper, coroner, on Tuesday, the chartermaster and his deputy, Mr. M. Fletcher, the ground bailiff, Mr. Baker, the Government Inspector, and other witnesses, deposed that the men were working in a stall which was nearly 7 yards high, and which, after the accident, was from 11 to 12 yards wide. According to the evidence of Mr. Baker, which was confirmed by that of others, before the accident took place a mass of coal had been left overhanging, which extended about 24 ft. from the side of the rib, and was about 5 feet in thickness, and 17 ft. from the floor of the mines, and 10 ft. 7 in. of this broke off. Mr. Baker said the coal which killed the men fell partly from a face slip and partly from the roof, which extended from one side of the opening of the stall to the other, running parallel with the structural divisions of the bed or face of the coal, thus favouring the process of "rading off," consequent upon the superincumbent weight on the one hand, and upheaving of the bottom on the other, causing the coal to split in columnar masses and roll off. Mr. Fletcher, the ground bailiff, stated the orders he gave to the chartermaster or butty were to work in 8-yard openings, leaving 10-yard square pillars, and he agreed with Mr. Baker in believing that the opening in which the accident occurred had been nearly as large before as it was after the accident, and that to work openings so wide as 12 yards was unsafe. He said he should keep his openings to 8 yards where the coal was weak, widening them a little when it was strong. The chartermaster said he worked the stall as directed, 8 yards wide, and that the increased width observed after the accident was owing to the "rading" or splitting of coal off the ribs by the pressure. Mr. Baker, who did not adopt this explanation, said the chartermaster was to blame for departing from his orders in widening the stalls, especially as the strata appeared to be treacherous, and he said the overhanging coal should either have been got down or propped. The deputy said he had examined the roof with his pick on the day before the accident, but not on that day. He also stated that, from fear of exciting the men above, no message was sent up for a surgeon, as all were satisfied that the men must be dead, yet a miner named Ball said the hanger-on was sent for the field surgeon by the deputy, which was denied by the deputy. The jury, after deliberating about twenty minutes, returned a verdict of "Accidental Death." They, however, made the following recommendations:—"That in future the openings in No. 10 pit do not exceed eight yards in width. That all overhanging coal above the band be either got down or timbered; and it is the opinion of the jury that this should have been done before the accident happened. That the butty and doggy be cautioned as to the mode of examining the pit before the men commence working; and the jury are of opinion that hitherto proper examinations have not been made in the pit. That on any future occasion, when an accident happens in a pit, it be at once communicated to the banksman, and the surgeon sent for."

In another case, three men who were at work in No. 71 pit, at the Earl of Dudley's Tipton Lower Colliery, were drowned on the evening of Friday, the 10th instant, from water breaking into the pit from an arm of the canal, through an old shaft. The adjourned inquest was held before Mr. E. Hooper, coroner, on the 17th instant, Mr. Baker, the Inspector of Mines, being present. It was proved that the old shaft was discovered a week before the accident, and that the butty, James Brown, was informed of it, but though he caused the men to cease work in that direction, he never informed the groundbailiff or the surveyor. He stated that many old shafts had been found in the workings, and he anticipated no danger. Had the surveyor been informed, the situation of the old shaft would have been laid down on the plan; and the fact that it was under the canal, and that there was danger, would have been at once clear. It may be remembered that three men, feeling the air "sucked in," rushed to the shaft, and were drawn up and saved, and two of them gave evidence. It was stated by Mr. Latham, the surveyor, that they had found 20 or 30 old shafts in the course of the workings of the colliery. The jury found "That the deceased, David Walton, was drowned by the inundation of water from the canal into the colliery through an old pit shaft; and we recommend that a dam be put across the Dudley-road Bridge, and that the whole of the water be drained from the Earl of Dudley's arm of the canal during the working of the mines under the said arm;" and Mr. Latham promised that this should be acted upon, the coroner strongly urging upon him his future responsibility.

The third accident happened at a colliery near Stourbridge, and two men, John Griffiths and Joseph Allchurch, were killed by the skip in which they were descending becoming detached from the chain by slipping off the hook. It was proved at the inquests that the deceased Griffiths had himself knocked the clasp off the hook to enable his son to do the work of hanger-on more easily, and this was, no doubt, the cause of the accident. The management of the pit was not satisfactory. In all these cases the accidents were ascribable to that loose discipline in virtue of which almost every man in a colliery "does what seems right in his own eyes."

A deputation from Birmingham has ascertained that the Government has no intention of introducing any bill into Parliament in the forthcoming session for the purpose of applying the Factory Acts to the hardware trades of that town and South Staffordshire, and meanwhile it behoves those interested in the trades of those towns to consider the question fairly and thoroughly. If they do not it will be their own fault if they are subjected to legislative provisions, which cause great inconvenience and injury to trade.—The half-yearly meeting of the Midland Boiler Inspection and Insurance Company was held on Tuesday, and the report of the directors was very satisfactory. Mr. George Barker, of the Chillington Company, has been appointed Chairman in the place of the late Mr. Phillip Williams. The question of extending the operations of the company over a wider area is under consideration.

SELF-REGISTERING GAS IN COAL MINES.—Mr. Samuel Plimsoll, who has for many years been largely connected with the coal trade in London and South Yorkshire, has made an important communication to the proprietors of collieries in the South Yorkshire coal field, with a view to prevent, if not altogether set aside, explosions in pits, and thus save human life, which has been very largely sacrificed in that district within the past ten years. In this communication he has entered very fully into the question of the chemical properties of coal. He observes that to use coal properly it is necessary to have some knowledge of its composition, and much more attention has latterly been given to this than formerly was the case. Gas engineers, finding that gas varied as to its degree of impurity, investigated the source of the sulphur, and found it to consist of pyrites of iron, and hence coal was selected as free from these as it could be obtained. It was also found that a further test was desirable, and a plan was adopted of putting a little in an iron bottle (retort), and then placing it in the fire. The coal was distilled, and the gas conducted into a glass tube filled with sawdust or bran, saturated with sugar of lead. The sulphur uniting with the lead, the bran became black, and the height in the tube to which the stain extended indicated the quantity per cent. of sulphur in the coal. The absence of sulphur in the coal was of importance to the consumers of steam coal as to the gas companies, and of late years, more especially within the last two or three, coal merchants had paid particular attention to the chemistry of the coal they sold. To this subject of chemistry he asked their further attention, and also the attention of practical and scientific men, in the hope that they might ultimately excogitate something which might diminish the dreadful liability to accidents by which coal mining in that district was attended. There were really but four large collieries in the South Yorkshire district which had not, at one time or other, been the scene of most dreadful calamities, involving a frightful loss of human life, and inflicting untold suffering and anguish upon the survivors. He did not refer to those deplorable accidents for the purpose of blaming anyone, but to show the imperative necessity that scientific and thoughtful and practical men should use every effort—persevering, painstaking, nay, anxious effort—to diminish the pain to humanity, and to remove this opprobrium from science. His attention was first drawn to this subject by the Lund Hill accident, and he thought that if this dreadful gas were visible, like smoke or steam, the dangers arising from it, if not removed altogether, would be greatly diminished, for the miner would then not go near it, or into it, with a light any more than he would walk into deep water. He did not say that this would wholly obviate danger, for in many well-authenticated instances the gas, instead of slowly accumulating (as in the majority of cases), is found to be suddenly liberated from the coal in large volumes; still, these cases were very exceptional, and practical men agreed that it was generally from the gradual accumulation of gas in goaves, &c., that accidents arose. He had frequently considered—Could they make this invisible gas visible to the miner in any way, if not by itself at least by its effect? With a view to obtaining an answer to this question, he asked them to consider what was known of this gas, its effects and properties. Having discussed these, he proceeds to say that two things were indicated—First, that the carburetted hydrogen was distinct from the pure air; and, secondly, that being only half the weight of pure air it rises above it. Under the first consideration, he reflected that since the invention of photography they had been made acquainted with the chemistry of a sunbeam, and that it consisted of three things—actinism, light, and heat. They could separate the light from the heat by placing a prism in a slit in a board, and then by putting a damp paper behind it they could see the separate effects of the light and the heat, by finding one part lighted and the other dried. The actinism was also proved to exist, and at the same time it was demonstrated to be the agent which operated upon the collodion. Next, he reflected that ozone, another subtle chemical agency, which, indeed, was the grand disinfector of miasma in the atmosphere, might be shown to the eye by its effects in this way. Again, sulphuretted hydrogen gave up its sulphur if it were placed in contact with sugar of lead. These facts were sufficient to encourage them to see if chemistry could not be applied to prevent accidents in coal mines; and, supposing they failed, they had still the fact that one stratum was very distinctly lighter than the other; and whilst they had a barometer to determine the pressure of the atmosphere, and a thermometer to determine the heat, surely they could contrive some analogous instrument to show the presence and quantity of this light carburetted hydrogen. Mr. Plimsoll refers to several chemical agencies which occur to him to be capable of use in determining the exact quantity of foul air. But turning from the chemical to the mechanical, he says that if a glass tube, open at the ends (which might be protected from currents by boxes), were put vertically in a niche in such an atmosphere, the colour of air inside would resemble that outside. If a small balloon of goldbeater's skin were inflated with the lighter gas, and put in at the bottom, it would rise to the top of the stratum of common air, because it would be lighter; but the contents of the balloon being no lighter than the gas at the top, and the materially of the balloon being heavier, it would not rise through that, but would remain at the bottom—the envelope, or balloon, indeed, sinking a little way into the stratum of common air, as the keel of a ship in water. The position of the balloon, therefore, would show how much gas was above. Here there was something tending to a satisfactory solution of the problem—Could not this gas be made visible to the miner? He was happy to say that Dr. Allen, late President of the Philosophical Society, Sheffield, was of opinion that this question might be solved: and Mr. Pencock, the secretary of the Coalowners' Association, said that he (Mr. Plimsoll), had the thing by the tail, and it only now remains to shake it out of the bag. There was an excellent opportunity of getting this gas for experiment, as it was utilised in the Oaks Colliery. He felt sure that the good time was coming when the arduous and beneficent occupation of the miner, deep in the dark bowels of the earth, should be pursued with as little personal danger as that of the haymakers and ploughmen, in the beautiful sunlit meadows over his head. The subject upon which Mr. Plimsoll has so ably treated, both practically and scientifically, has already attracted considerable attention throughout the whole of South Yorkshire; and there is very little doubt that his views, which have been fully endorsed by several eminent colliery viewers in the district, will attract the attention of the scientific world generally. It will, probably, engage the early notice of the Coalowners' Association.

FURNACES FOR BURNING PETROLEUM.—According to the patent of Mr. C. J. Richardson, of Kensington-square, to which much reference has recently been made in the *Mining Journal*, and the object of which is to render steam-boilers more suitable for the burning of petroleum and like oils, the bed or lower part of the furnace is constructed in such manner as to receive compressed charcoal, or other porous materials, either as a single complete layer, or in sections, so as to allow of atmospheric air passing between the sections. Underneath the bed there is a space or spaces supplied to any required height, with petroleum or like oil, and the petroleum or oil, or the vapour thereof, percolates upwards through the porous material in the bed, or sections of the beds, of the furnace, and it burns at the surface of each porous material. By these means petroleum, and like oils, may with safety, and great utility, be burned as fuel in steam-engines or other furnaces.

MANUFACTURE OF IRON.—Some improvements, the object of which is to effect the purification and decarbonisation of the molten iron by a continuous operation, in connection with the ordinary, or other blast-furnace, instead of resorting to the present tedious process of refining and puddling, has been provisionally specified by Mr. John Shortridge (of Shortridge, Howell, and Co.), of Sheffield. The metal may be tapped direct from the stack, or if found more convenient may be re-melted in two or more furnaces, so that a continuous stream be maintained thence through a shaft or channel, two opposite sides of which project and recede alternately in a zigzag direction, forming at short intervals a salient angle on one side, and a re-entrant angle on the other. Beneath the apex of the re-entrant angle he proposes to introduce air at such pressure as may be suitable for the quality of iron under treatment; the air passes through tuyeres connected with vertical air-shafts, acted upon by a blast. The molten metal in its descent through the refining shaft or channel impinges against the first inclined plane to the opposite side, and again upon and from one to another of the corresponding planes beneath; this zigzag motion and the mechanical action of the air break up the molten metal into fiery spray at each stage, and thus materially facilitate the chemical combination of the air (forced into the shaft or channel below each inclined plane) with the component parts of the metal. The pressure of the blast must be adapted to the quantity of the iron to be operated upon or the measure of decarbonisation required. To carry off the gases or other impurities liberated from the iron during the process of decarbonisation, small holes are provided in one of the unbroken sides of the refining channel leading into an open flue, in which the gases may freely ascend, and any liberated silica or other heavy matter fall to the bottom, and be removed from time to time. At the bottom of the refining shaft he proposes a small heated receiver for the refined metal. This may be tapped as often as it contains enough iron for a bloom, which may be at once passed to the hammer or rolls.

FOREIGN MINES.

ST. JOHN DEL REY MINING COMPANY.—The cost for December was 9549*l.* 18s. 2d., and the gold obtained realised 8941*l.* 17s., showing a loss of 608*l.* 0s. 5d. The gold extracted to Jan. 17 was 6414 oits., from 1821 tons of stone. The daily average force employed in December was 784·37, being 13 above the average for November.

DON PEDRO NORTH DEL REY.—Capt. T. Treloar reports—The gold returns for December amounts to 1224 oitavas, of which Rawden's Mine has afforded 1070 oits., and the Praia and other places 154 oits.

ANGLO-BRAZILIAN.—Capt. T. Treloar reports—The gold returns for December is 879 oits. (an increase of 48 oits.) Considering that this produce has been obtained from stone at a shallow horizon, and, I may say, lode left by the former proprietors on account of its poverty, I consider myself fully justified in prognosticating brilliant results when we can work on the rich stone at present under water.

SANTA BARBARA GOLD.—Pari, Jan. 14: As the amalgam has not been cleard up I am unable to give the produce of gold per ton this mail. There is no alteration in the mine since last report. Everything is being pushed forward as fast as possible, and we are making pretty good progress with getting in the necessary timber, both in the bottom of the mine and in the south bottoms.—The last gold was sold at 78s. per ounce, and grossed 2974*l.* 14s. 4d.

ALTEN AND QUÆNANGEN.—Chas. Trelease, Jan. 24: For several days past we have been expecting advices, with the quarterly accounts, &c., from Quænangen, but as yet nothing has come to hand, although hourly expected. At Raipas the prospects are promising. The lode recently laid open in the 10 has improved, being now 1½ ft. wide, composed of good work, and according to the present dip it will go down west of the old stopes in whole ground. The shallow adit and south-west stopes continue to yield orey work, where the lode is of the same size and character as before reported. We have turned the 30 cross-cut north-east, in order to open on the small vein mentioned in our last, which has not undergone any material change in size, but still yields good specimens of copper ore.—Old Mine: The lode is about 6 ft. wide in the north, showing large proportions of calc-spar, and in the past fortnight a branch of good orey work, 9 in. wide, has been met with, forming the under, or footwall, part of the vein, which still holds with promising indications. One of the stopes above this level looks rather better, being now worth fully 3 tons of ore per fathom, whilst the produce from the others is still rather coarse and mundicky. The quality of the work from the 5 fm. level foot stopes has also somewhat improved of late, where the lode is from 8 to 10 ft. wide, worth 3½ tons of ore per fathom. The stope in No. 1 working yields about 3 tons of ore per fathom, and looks kindly going forth. In the roof of the 10 south the lode continues variable in size, composed of a friable quartz, chlorite, and mundic, with good orey work frequently intermixed. In the south part of the mine, in the 10, the prospects continue encouraging, where 18 men are employed stoping and driving. In the former the lode varies from 2 to 6 feet in width, containing fair proportions of ore, which we estimate at 3 tons per fathom on the average. In the extreme point south the lode is somewhat unsettled, caused by the small cross-courses there met with, but it yields some tolerably orey work, and show signs of soon becoming more regular again. We have a small force rising above the midway level, where the lode is 2 feet wide, of a promising character, with good quality ore disseminated through the matrix, though as yet insufficient to pay. Carr's adit is being continued, by four men, for the purpose of ultimately commanding the northern workings The outlay hereafter will be gradual and trifling, whilst the benefit to the future operations will be immense and lasting.—United Mines: The pitches at Woodfall's look promising, the lode varies from 1 to 2½ ft. in width, yielding in places 2 tons of ore per fathom. Below the 40 south there is a large extent of unwrought lode, in which we speculate about sinking a winze. Ward's lode, in the stope, is not so large as before, but shows rather more ore intermixed.

ALAMILLOS.—Feb. 11: In the fourth level, east of San Juan shaft, there is no improvement. The lode in the third level, west of San Martin shaft, is looking more promising than for some past. In the third level, east and west of Taylor's shaft, the lodes are very strong, chiefly composed of carbonate of lime interspersed with lead. In the second level, east of same shaft, the lode has changed unfavourably during the past few days. The lode in the second level, west of Navarro's winze, is of a very promising appearance, but not so productive as it was; now worth 1¼ ton per fm. The second level, east of San Adriano shaft, which is being driven to meet the one last named, is opening valuable tribute ground, worth 1½ ton per fathom. The lode in the second level, west of the same shaft, is very strong, consisting of calcareous spar and lead ore, worth of the latter 1¼ ton per fm. In the second level, west of Magdalena shaft, the lode is somewhat improved since our last, and is now worth 1¼ ton per fm. The second level, east of same shaft, has fallen off in value since our last, but the lode is still rich in the bottom of the end, worth 2½ tons per fathom. The lode in the first level, east and west of San Jose engine-shaft, is small, and the ground hard for driving. In the first level, west of Crosby's shaft, the lode is compact and firm, opening tribute ground, worth 1 ton per fm. The lode in the first level, east of same shaft, is small, and the ground rather hard for driving. In the first level, east of San Francisco shaft, the lode is very changeable, and has failed during the past few days. The first level, west of same shaft, is still opening valuable ground, worth 1¼ ton per fm., but not so productive as it was some few days since.—Shafts and Winzes: The men are sinking San Rafael shaft for cistern and bearers. At Crosby's shaft the men are making moderate progress. The ground in San Jose shaft is getting rather easier for sinking. At San Francisco shaft the lode is very compact and firm, worth 1½ ton per fathom. Good progress is being made with the sinking. At San Eugenio shaft we are having the north side opened in expectation of finding the main part of the lode. San Enrique shaft is completed to the second level, and the men put to cross-cut north towards the lode. San Yago shaft is being cleared and cut down in old workings. The lode in Esteban's winze is coming in contact with the slide which was thrown north, and is not yet reached.

CAPULA.—Capt. Bray, Jan. 5: I have to report a gradual improvement in the labor of Santa Francisca, both in the quantity and quality of the ore produced; the improvement is mainly in the western end of the sink we are making in the hope of soon getting under the old working reported on in my last, where the common ore (say 10 marcs per monton) is nearly one vara wide; the hardness of the ground prevents our making such rapid progress as I could wish. When we commenced opening ground in this labor we had nothing but an orey course one quarter of a vara wide, the best on assaying only 8 marcs per monton, now in the western end we have the same orey course, nearly a vara wide, with occasional stones assaying from 20 to 45 marcs per monton, while the general ley will be at least 12 marcs per monton. In La Esperanza level, I am glad to say, there has been a marked improvement within the last three days, a splice of ore having come in on the south of the orey course already reported on, about 5 in. wide; selected stones from which I have to-day assayed in duplicate at 19 marcs per monton; south of this and lying on it another splice has gone on gradually widening for the last two varas, carrying minute spots of ore, and holding out good promise of giving ore on driving a few marcs further, this end has never presented so promising an appearance before. The Bomba winze produces small quantities of fair ore, the best of which has assayed to-day 20 marcs per monton. The ground is very hard and we sink but slowly, the ore has, however, improved in quality.

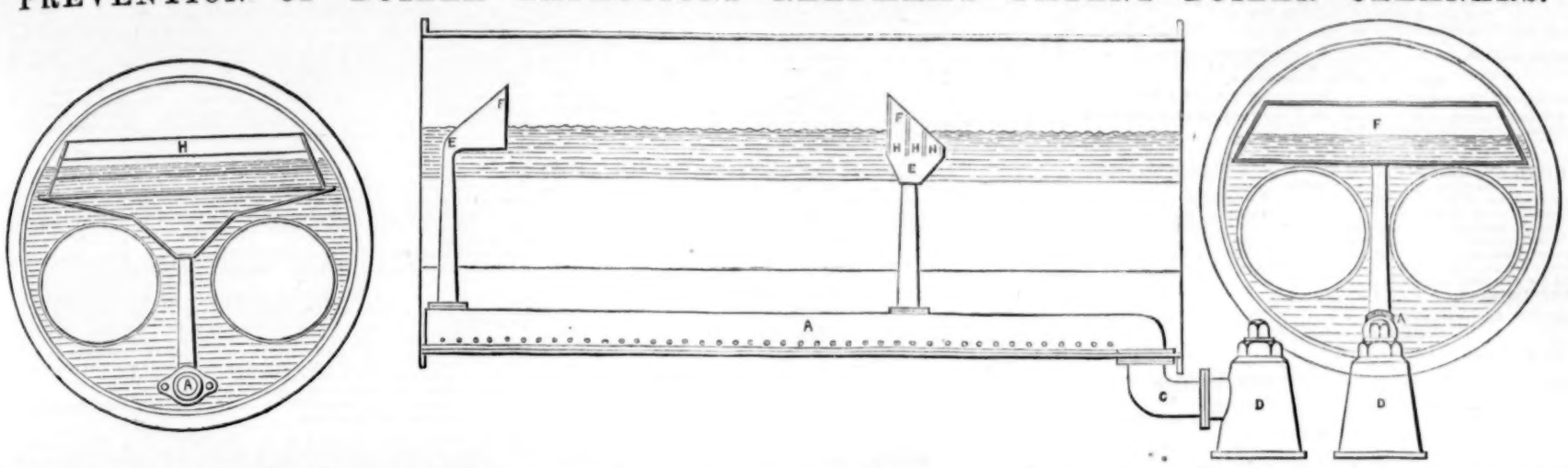
RHENISH CONSOLS.—G. Sweet, Feb. 16: Bliebach: The frost this last week has been so severe that it has prevented Christiana wheel from working, but the wheel drawing from Wright's shaft we have been able to keep going. I trust the weather will change soon, so as to allow us to proceed with the cross-cut at Astley's shaft. The lode intersected in the plat at the 10 lachter level, at Wright's, is not bearing exactly in the same direction as the lode south of the shaft. This may be accounted for by its passing from the killas into the sandstone, or it may be a separate cross lode. We shall be able to say more about it after extending a lachter or two on its course. The lode in the winze on the north lode is producing good lead ores. Stopes Nos. 1 and 2 are not producing so much ore as they have been. As we rise higher, we find the lode composed of more blende, and of a loose gossany character. This is all that can be expected, considering the shallowness of the ground. There is no alteration to notice in the end driving west on the north lod.—Fahrenberg: There is no alteration to notice, the stopes being the same as when last reported. I hope to be able to send a report on "James Watt" by Saturday next. The weather has been most severe; no such winter has been known for the last ten years.

VICTOR EMANUEL.—Miggiandone, Feb. 11: The lode in the end of Thompson's level continues to yield good ore. The new stope in the bottom is worth 20*l.* per fathom; the old stopes in this level are worth 14*l.* per fathom. In Falconer's level the stopes in the back are worth 14*l.* per fathom, and the stopes in the bottom 7*l.* per fathom. In the end driving west there is no change to report. On the surface we are getting on with the dressing of ore equal to expectation, and shall sample 50 tons by the end of this month.—Baveno: We are pleased to inform you that the past week has brought improvements in four points of the mine. The end of the 35 metre level, on the side lode, driving south, is now worth 25*l.* per fathom; the bottom of this level, north of shaft, is worth 20*l.* per fathom; a new stope in the back of the 65 metre level, north of shaft, is worth 10*l.* per fathom; we have also a promising lode in the end of Victor Emanuel level. All the other workings are without change.

LINARES.—Feb. 11: South Lode—West of Engine-shaft: The lode in the 110, west of No. 138 winze, is improving, composed of calcareous spar and lead ore, worth for the latter 1¼ ton per fathom. The 61, west of Santana's winze, has passed through a fine run of ore ground, worth 2 tons per fathom, but is now declining in value. In the 51, west of Crosby's shaft, the ground is disarranged; we are now opening the north side to prove the lode.—East of Engine-shaft: In the 110, east of engine-shaft, the lode is small, and the ground hard for driving. The lode in the 95, east of No. 138 winze (now east of No. 144 winze), is large (4 ft. wide), chiefly consisting of calcareous spar. The 75, east of No. 141 winze, and the 75, west of San Jose's shaft, are commencing, making the end good continuously to the eastern boundary.—North Lode: In the 85, east of No. 132 winze, the lode contains good stones of ore, but not enough to value.—Shafts and Winzes: Crosby's shaft is completed to the 61 fm. level; on cutting the lode in the north side, ends will be started east and west on the course. In Santo Tomas shaft the men are getting on very well. In Field's shaft the men have cut plat, put in penthouse, and commenced to sink; the ground is very hard. In No. 145 winze the lode is very large, chiefly composed of carbonate of lime and lead ore, worth for the latter 1 ton per fathom. No. 144 winze is holed to the 95 fm. level.

FORTUNA.—Feb. 11: Canada Incosa—West of Taylor's Engine-shaft: In the 100, west of O'Shea's shaft, the lode consists of granite, calcareous spar, and lead, but not enough of the latter to value. In the 90, west of Zamora's winze, there is a very strong and promising lode, worth 1 ton per fathom. The lode in the 80, west of Henty's shaft, is improved of late, and we have good reason to expect that the end will continue to open good ground for a long time to come, now worth 2 tons per fathom. The lode in the 70, west of Judd's shaft, is also improved, and is now worth 2 tons per fathom.—East of Engine-shaft: In the 70, west of Grande's winze, the lode yields good stones of lead, but not enough to value. The 70, east of Gerona's winze, is opening moderately productive ground, worth 1½ ton per fathom. The 55, east of Pascual's winze, is suspended. The branch in the 45, east of Damian's winze, continues small. The lode at the 30, east of Garcia's winze, maintains its size, but has fallen off in value during the last few days.—Shafts and Winzes: Henty's shaft, below the 80, is being sunk through a strong and kindly lode, worth 1 ton per fathom. In Kennedy's shaft the lode is very changeable, showing indications of improvement. In Clavel's sump-winze the lode is split into parts, and is unproductive. Nunes' winze is holed to the third level. The lode in Solina's winze is compact and firm, worth 1 ton per fathom. The lode in Sancho's winze is split into two parts, and letting out a considerable quantity of water.—Los Salidos Mine: The 90, west of Andre's winze, is still in the main elvan course, but we are expecting to get through it almost daily. There is no improvement in the 75, west of Gimine's winze. The lode in the 65, west of Sacs' winze, is greatly improved, and is now opening a splendid run of ore ground, worth 5 tons per fathom.

PREVENTION OF BOILER EXPLOSIONS—NEEDHAM'S PATENT BOILER CLEANERS.



It is so generally complained of that there is inconvenience in securing cleanliness in the interior of boilers, that every improvement the object of which is to keep them free from sediment and scum will be regarded with interest. Attention has recently been called to an invention patented by Mr. R. Needham, of Alma Bridge Brass and Iron Works, Dukinfield, in consequence of an infringement of patent, and it has thus been elicited that no less than 1600 are at present in use, the greatest satisfaction being in all instances given by them. The object of the invention is to provide a simple and sure method for removing from the water in steam-boilers the scum which floats on its surface, and the sediment which settles at the bottom, to prevent its forming into scale on the boiler plates. This is effected by taking advantage of the well-known fact that the water in boilers whilst working has a constant flow or roll from the fire to the back end, and by introducing a series of scummers communicating with a longitudinal pipe at the bottom of the boiler, attached to the blow-off pipe, which collects the scum as it floats on the surface and the sediment at the bottom, keeps the water perfectly clean. As these scummers or funnels are made 8 in. deep (or deeper if required), and nearly the whole breadth of the boiler at the water line, the great advantage of this arrangement over any other will be seen, for the water-level in the boiler may vary 8 inches, and still it is giving out scum, &c., into the funnels.

In the above diagrams the longitudinal pipe, extending from end to end, is shown at *a*, which is perforated with two rows of small holes, communicating by the elbow-pipe, *c*, to the cock or valve, *d*. At the top of the longitudinal pipe, *a*, there are vertical pipes, *e*, each mounted by a cast-iron funnel, *f*, at the level of the water, the mouth of which faces the front, or firing end of the boiler. The cast-iron funnel in figs. 1 and 3 is supplied with elevated partitions, *h*, leading to the receiving chamber at the top of the vertical pipe, *e*. The heat from the firing end causes a continual roll or flow of water towards the back end, by which means the scum enters the funnels, from whence, by opening wide the cock or valve, *d*, it is swept away into the sewer or drain. The apparatus can be so modified as to suit every description of boiler, whether multitubular, two-flued, or egg-shaped, and in adapting it the boiler requires no cutting. Any length of boiler can be cleansed from end to end in less than one minute, without stopping the boiler; and it is claimed that the advantages of the apparatus are that, by keeping the surface of the water perfectly free from the scum, it allows of free ebullition. This great advantage and saving of fuel must be clear to everyone. It saves the expense of cleaning boilers, and the consequent annoyance; the cost of material for making good the man-hole lids, &c.; the extra quantity of fuel required to generate steam from cold water each time the boiler is emptied; as well as saving fuel by removing the sediment from the boiler-plates, and thereby allowing the fire its free action on the water, and effecting economy from the extra quantity of steam generated, with the water being kept clean in the boiler. By keeping the boiler clean, admitting the water to the pores of the iron, the boiler is prevented from burning or leaking, which is frequently caused by the expansion and contraction when the plates get too hot, from the scaly state of the boiler. It has thus a great tendency to prevent explosions. It is claimed that, keeping the boiler clear of sediment prevents the engine priming, or silt getting into the cylinder, which causes great friction, wear and tear of the piston, cylinder, valves, packing, &c., which is frequently the cause of engines breaking down; it is also a heavy tax on fuel to drive an engine in such a condition; and a great saving of time will be effected where people have to stop their works for repairs, cleaning boilers, &c.

With regard to the novelty and utility of the invention, so reliable an authority as Mr. Robert Armstrong, of the Millwall Ironworks, writes that he highly approves of the principle adopted by Mr. Needham, in taking advantage of the current which always exists at the surface of the water, and passes from the front to the back end of the boiler at all times whilst ebullition or circulation is going on. He considers the form and position of the collecting vessels, or scummers, to be such that they cannot fail to catch all the floating scum and sediment in the boiler. While the efficiency of the peculiar arrangement of the apparatus is undoubted, it also appears to him to be entirely original. In his numerous experiments with steam-boilers, the possibility of accomplishing such successful results by such simple means never once occurred to him. The principle he acted upon was that of collecting the scum at successive steps in the elevation or depression of the water surface; but from long and attentive observation, he is quite satisfied that when the surface of the water rises the whole of the scum rises with it, and never settles until the bulk of the water has been for some time entirely at rest. Therefore, he considers the patent improvement of scummers to be the one thing that was needful to the perfecting of boiler-cleaning apparatus, and he congratulates the inventor on the decided and deserved success the invention has met with in practice.

In the 55, west of San Carlo's shaft, the lode is getting smaller. The lode in the 45, west of Millan's winze (now west of Roque's winze), produces good stones of lead, but is not opening tribute ground.—East of Engine-shaft: In the 90, east of Pintado's winze, an improvement has taken place, which we hope will continue; the lode is worth 1 ton per fathom. In the 75, east of Cologan's shaft, the cross-course appears to be very large and strong, and the lode is still influenced by it. The lode in the 65, east of Miguel's winze, is not so productive as it was, but it is still very promising, and worth 1¼ ton per fathom.—Shafts and Winzes: Castilla's winze is going down in a compact and regular lode, worth 1¼ ton per fathom. Roque's winze is holed to the 45 fm. level. In Bartolo's winze the lode is very compact and solid, worth 1¼ ton per fathom, with the ground hard for sinking through. The lode in Juares' winze is falling off in value.—General Remarks: This unusually wet season has caused a great increase of water in all the mines, which tries the engines severely, especially the one at Salidodos. We estimate the raisings for February at 400 tons.

PONTGIBAUD.—Feb. 16: Roure: The sinking of Richards's shaft below the 80 metre level continues to go on well. The 80 metre level, driving north and south of this shaft, is unproductive. The 60 south yields 1 ton of ore per fm. The 40 metre level, south of Agnes' shaft, yields a little saving work; the lode is disordered by a cross vein. The 20, south of Virginie's shaft, yields good stones of ore, but not enough to save. The adit south will be re-set in a few days. The repairs in the stollen south are completed. We have a little stuff to clear before resuming the works in the end and backs. Our stopes and pitches in this mine yield well on the whole.—La Grange: In the 40, north of Noaky's shaft, we have cut into the lode about 10 ft., 2 ft. of which are good work. The 20 north is unproductive. The adit north continues in disordered ground. Our stopes in this mine yield a tolerably good quantity of stuff.—Miloche: The rise in back of the 100, north of Taylor's shaft, on No. 2 lode, yields stones of ore, but not enough to value. The No. 3 lode, where being cut into in the back of the same level, is unproductive. Our tribute pitches in the bottom of the 80 metre level, on No. 2 lode, yield a little low quality stuff. The adit cross-cuts west are without change.—La Brousse: The sinking of Basset's shaft goes on well. The shallow level, south of the little shaft, yields good stones of ore. The stope yields 1½ ton per fm.—Pranal: The 70 north, on Susan's lode, yields stones of lead ore and blende. The 50 north, on the same lode, is poor. The same level, on the eastern part of Susan's lode, yields ¾ ton per fm. The 30, north and south of winze, on Susan's lode, is poor. The same level, on the eastern part of the lode, opens tribute ground. The 8 north is hard and unproductive. The cross-cut west at this level is without alteration. The tribute pitches are without change.—Surface: Our dressing has been very seriously interrupted during the last week by the severe weather.

SAN ROQUE MINING AND SMELTING COMPANY.—Under date Feb. 18, Mr. Chas. Remfrey writes—That in the 70 cross-cut engine-shaft they have not yet touched the lode, nor met with indications of approaching it. Considering that almost as a general rule in this lode when unproductive a sudden change in underlie (especially north) makes ore, they have reason to expect some decided change of lode in the vicinity of the engine-shaft. In the cross-cut driven from San Estevan shaft they cut through 4 inches of galena, and the present end is still advancing in a lode occasionally orey, making up to the present day a total width of 18 ft. They cannot yet say whether the mass is formed by the junction of some lode coming in from the south-east, and as yet unknown to them, or whether it is an opening out of the lode worked in No. 1 level; he is inclined to think the former. The surface water, owing to heavy rains, has been, and still is, a great drawback.

OUR TIN MINES.—The effect of the present unfavourable state of the tin market upon our Cornish tin mines may be readily judged of by the reduction it has caused in the dividends in two of the mines, the meetings of which were held during the past week—those of the Providence and Great Work Consols. At Providence the average price for tin received during the quarter was about 5*l.* per ton less than last, lessening the credits by about 480*l.*, or sufficient to pay 8s. per share dividend; the price received for tin during the last quarter was 12*l.* 9s. per ton less than the average price for the last twelve years. At Great Work the decline has stopped dividends, which would otherwise have been 12*l.* per share quarterly. Now, inasmuch as the present low prices are undoubtedly but temporary, it must be obvious that a more favourable time than the present for investment in such mines as those mentioned, which are acknowledged to be yielding quite as much tin, could not be desired.

MINE ACCIDENTS.—At Wheal Damsel, on Tuesday, the boiler of the pumping-engine exploded; no one was injured.—At Killifrith Mine, William Nancarbis, sumpman, fell 20 fathoms down the shaft and was killed; verdict, "Accidental Death."—At West Caradon Mine, James Hooper was killed by the premature explosion of a hole he had just finished tamping; the little boy with him was not injured.—At Par Consols, Richard Yelland had his abdomen crushed by falling under the bob, only slight hopes are entertained of his recovery.

OLD WHEAL NEPTUNE.—Upon the occasion of the application by Mr. Cock to the Court of Stannaries for extension of the time for the payment of the first moiety of the purchase-money of the materials and machinery at Old Wheal Neptune, it was stated by Mr. Josiah Harris that, in consequence of the depressed state of the mining market, he had only just completed the company for the further working of the mine; in another month he would be enabled to make the payment. Order: Time to be extended to March 13.

WHEAL RUBY AND KNIGHTOR IRON MINE.—One-half of this mine was sold by auction by Mr. Hancock to Mr. Thomas Grose for 3755*l.*

NEW COLLIERY.—Operations have commenced at Brancepeth Colliery to sink a new pit. On Monday last, the first sod was cut by Mr. R. Ferens. The men are rapidly going down, and it is expected ere long to draw coal. New ovens and fire-brick works will be erected, thus making Brancepeth the largest coke works in the North, or, perhaps, in the kingdom.—*Newcastle Daily Chronicle.*

THE NEW CRAIG DDU SLATE COMPANY (LIMITED).

Registered under the Companies Act, 1862.
Capital £50,000, in 10,000 shares of £5 each. Deposit on application 10s., and 10s. on allotment.
No call to exceed 10s. per share, and at an interval of not less than three months between each call.
SECRETARY—Edward King, Esq.
OFFICES,—No. 22A, AUSTINFRIARS, OLD BROAD STREET, LONDON.

Only 4000 shares remain to be subscribed for. Prospectuses and every information can be obtained at the offices of the company.

TO CAPITALISTS.

WHEAL ESTHER UNITED TIN MINES, NEAR BODMIN, CORNWALL. On the "COST-BOOK SYSTEM."

To provide machinery, &c., for further development, the adventurers offer one-third of their interest, in one or more lots. There is ample water-power, the tin is of good quality, and the setts, 1½ mile east and west, contain seven well-defined lodes. One large lode lately opened on the back has tin enough near the surface to yield profits when drained. The property has been inspected and favourably reported upon by Mr. N. Ennor, of Featherstone-buildings, Holborn; Capt. Wm. Teague, of Tincroft Mine, Redruth; and other experienced agents.
Further particulars may be known of the purser, Mr. J. H. DREW, Bodmin.

WAREHOUSES AND WHARVES, WITH RIVER FRONTAGE AT BATTERSEA.

INCORPORATED BY ACT OF PARLIAMENT AS THE

WEST LONDON DOCKS AND WAREHOUSES COMPANY.

Capital, £500,000, in 25,000 shares of £20 each, of which one-third has been already subscribed.
Deposit, £1 on application, and £2 on allotment.
No subsequent call to exceed £2 10s. per share, nor to be made until three calendar months after the previous call.
The liability of shareholders is limited to the amount of their shares.

DIRECTORS.

GEORGE FREDERIC HOLROYD, Esq. (Director of the London, Chatham, and Dover Railway Company), 8, Sussex-square, Hyde-park—CHAIRMAN.
Sir T. HERBERT MADDOCK (Director of the Scinde Railway Company), Park-place Villas, Maida-hill West—DEPUTY-CHAIRMAN.
WILLIAM AUSTIN, Esq. (Director of the Metropolitan Railway Company), 167, Adelaide-road, St. John's-wood.
Capt. BULKELEY (Director of the Great Western Railway Company), Clewer Lodge, Windsor.
RICHARD R. DEAN, Esq. (Director of the London and North-Western Railway Company), 97, Gloucester-place, Portman-square.
GEORGE P. KITSON, Esq. (Chairman of the International Contract Company), 85, Cannon-street West, E.C.
Col. the Hon. R. T. ROWLEY, M.P. (Director of the Mold and Denbigh Railway Company), 47, Berkeley-square.
ROBERT SIMPSON, Esq. (Messrs. F. Levick and Co.), Ironmasters, London, and Cwm Celyn Ironworks, Monmouthshire.
N.B.—Captain Bulkeley has been elected a director provisionally upon the company's obtaining an Act for which they are applying in the present Session to increase the number of the board from seven to nine.

BANKERS.

Bank of London, Threadneedle-street and Charing-cross.

SOLICITOR.

John R. L. Walmisley, Esq., 5, Victoria-street, Westminster Abbey.

ENGINEERS.

Sir Charles Fox and Son.

SURVEYORS AND ARCHITECTS.

Francis Vigers, Esq., 3, Frederick's-place, Old Jewry.
Francis Whitaker, Esq., 3, Cannon-row, Westminster.

BROKERS.

J. S. and A. Scrimgeour and Co., 10, Old Broad-street.

AUDITORS.

Messrs. Coleman, Turquand, Youngs, and Co. (public accountants), 16, Tokenhouse-yard, Lothbury.

SECRETARY.

Edward James Randell, Esq.

TEMPORARY OFFICES.

No. 3, BRIDGE STREET, WESTMINSTER; and 85, CANNON STREET WEST, E.C.

This company has been formed for the purpose of constructing a canal basin, with wharves and warehouses adjoining, in the immediate vicinity of the Victoria Railway Bridge at Battersea.
The objects of the undertaking are two-fold—firstly, to supply good wharf and warehouse accommodation to the south-western district of the Thames; and, secondly, to accommodate the traffic of the various railways which converge to the point at which the wharves will be situated.
The want of good wharf and warehouse accommodation has been long felt in this district, and still more severely since the demolition of the Grosvenor Canal, by which a long line of water frontage has been made to disappear.
The construction of the Thames Embankment also will sweep away not less than 2¼ miles of wharves, and as a consequence almost entirely close up the water way to the several warehouses lying along its course.
The railway companies which will have access to the wharves are the following:—the Great Western, the London and North-Western, the Great Northern, the South-Western, the London, Brighton, and South Coast, the London, Chatham, and Dover, and the Metropolitan.
The site selected for the wharves is the only spot in the metropolis where a large area of land abutting on the Thames can be obtained at a moderate cost. Nearly half the land required, viz.:—26 acres, has already been purchased on favourable terms, and possession obtained, and it is proposed to commence the works immediately.
The canal basin, when completed, will present a water-frontage of over 9000 feet, and being formed so as to be made available twice in each day, coasters, barges, and canal boats will receive the greatest dispatch in loading and unloading, and always be able to work afloat.
The tariffs of charges have been arranged upon a firm basis, and the direct sources of revenue to be derived from the establishment of the proposed works will be—canal and dock dues, rental from wharves and warehouses, charges for loading and unloading, &c.
From the most careful estimates of the results anticipated, no doubt can be entertained that the company's operations will produce a highly remunerative return.
The works have been let to responsible contractors, who have undertaken to complete them within two years from the date of commencement, and to pay 7 per cent. interest upon the paid-up capital during their construction, and for twelve months after their completion.
Prospectuses and forms of application for shares may be obtained from the bankers, brokers, solicitor, or secretary to the company, at the offices, 3, Bridge-street, Westminster; and at the offices of the International Contract Company, 85, Cannon-street West, E.C.

FORM OF APPLICATION FOR SHARES.

(When filled up by the applicant, this to be lodged, with £1 per share, with the company's bankers.)

To the directors of the West London Docks and Warehouses Company.

GENTLEMEN,—Having paid into your bankers the sum of £ , being £1 per share on shares in the above company, I request you to allot me that number of shares, and I hereby agree to accept the same or any less number which may be allotted to me, and to be registered as a shareholder in the company, in conformity with the Act of Incorporation.

Usual signature .....
Name in full.....
Residence .....
Date ..... Occupation .....

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London: Effingham Wilson, Royal Exchange.

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London: Published at the MINING JOURNAL office, 26, Fleet-street, E.C., and sold by all booksellers and newsagents.

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RAILWAY REFORM: ITS IMPORTANCE AND PRACTICABILITY CONSIDERED AS AFFECTING THE NATION, THE SHAREHOLDERS, AND THE GOVERNMENT, with a COPIOUS APPENDIX, containing a Popular History of the Rise, Progress, and Contemplated Completion of our Railway System, and other interesting matter. By WILLIAM GALT.
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MR. HOPTON'S NEW WORK, entitled CONVERSATIONS ON MINES, &c., BETWEEN "A FATHER AND SON." Thirteen plans on ventilation and working out coal, dialling, planning, and taking the dip and rise of the mine illustrated.
Near 900 copies are ordered in Wigan alone.
Address Mr. J. J. CAMPBELL, Cropper's-hill, St. Helen's; or the author, 73, Peter-street, St. Helen's.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the BULLER AND BASSET UNITED MINING COMPANY.—TO BE SOLD, BY AUCTION, at the BULLER AND BASSET UNITED MINE, situate in the parish of Redruth, in the county of Cornwall, under the direction of the Registrar of the said Court, on Monday, the 6th day of March next, at Eleven o'clock in the forenoon, subject to such conditions as will be then and there produced, the undermentioned MINING MACHINERY, either together or in lots, viz.:—
ONE 30 in. cylinder PUMPING ENGINE, 8 ft. stroke in cylinder, 7 ft. in shaft.
ONE BOILER, 10 tons. ONE BOILER, 8 tons.
20 fms. 9 ft. 12 in. pumps, 27 fms. 9 ft. 11 in. pumps, 12 fms. 9 ft. 11 in. pumps, 13 fms. 9 ft. 10 in. pumps, and other pumps; 90 fms. 8 in. rods, balance-bobs, iron stave ladders and rods, 1 16 in. cylinder eccentric steam whim and wood house, horse whim, tram wagons, smiths' bellows, wheelbarrows, miners' chests, account-house furniture.
The mine and materials may be inspected at any time prior to the sale, on application to the officer in charge thereof; and further particulars may be obtained of
Messrs. HODGE, HOCKIN, AND MARRACK, Truro
(Solicitors for the Petitioner).
Dated Registrar's Office, Truro, February 15, 1865.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the NORTH ROSEWARNE MINING COMPANY.—By an order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated the 17th day of February inst., on the petition of Edwin Richards, of the parish of Gwinear, within the said Stannaries, a creditor of the said company, it was ordered that the said NORTH ROSEWARNE MINING COMPANY should be WOUND-UP by this Court, under the provisions of the Companies Act, 1862.
J. G. PLOMER, of Helston, Cornwall
(Solicitor for the Petitioner).
HODGE, HOCKIN, AND MARRACK, of Truro, Cornwall.
(Agents for the said Solicitor).
Dated Truro, 18th February, 1865.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the NORTH ROSEWARNE MINING COMPANY.—Notice is hereby given, that ALL CREDITORS of the ABOVE-NAMED COMPANY are REQUIRED, on or before the 10th day of March next, to SEND IN THEIR NAMES and ADDRESSES, and the AMOUNTS and PARTICULARS of THEIR SEVERAL CLAIMS on the said company, to William Michell, Esq., the Registrar of the said Court at Truro.
Dated Registrar's Office, Truro, February 23, 1865.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the GOONZION MINING COMPANY.—By an order made by his Honour the Vice-Warden of the Stannaries in the above matter, dated the 20th day of February inst., on the petition of Arthur May, of the parish of St. Cleer, within the said Stannaries, a shareholder of the said company, it was ordered that the said GOONZION MINING COMPANY should be WOUND-UP by this Court under the provisions of the Companies Act, 1862.
J. R. DANIELL
(Solicitor of the Petitioner), Camborne.
J. G. CHILCOTT
Dated 21st February, 1865. (Agent of the said Solicitor), Truro.

In the Court of the Vice-Warden of the Stannaries.
Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and in the MATTER of the WORVAS DOWNS MINING COMPANY.—TO BE SOLD, BY AUCTION, at the Worvas Downs Mine, situate in the parish of Uny Lelant, in the county of Cornwall, under the direction of the Registrar of the said Court, on Wednesday, the 8th day of March next, at Eleven o'clock in the forenoon, subject to such conditions as will be then and there produced, the INTEREST of the said COMPANY of and in THREE INDENTURES of GRANT or MINING SETTS, dated respectively the 25th day of September, 1861, and TWO other INDENTURES dated respectively the 28th day of September, 1861, by virtue of which the mining operations of the said company have for some time past been carried on, together with the MINING MACHINERY of and belonging to the said mine, either together or in lots, particulars whereof appear in the handbills.
The mine and materials may be inspected at any time prior to the sale, on application to the officer in charge thereof, and further particulars may be obtained of
R. H. BAMFIELD
(Solicitor for the Petitioner), St. Ives; or of
HENRY SEWELL STOKES
(his Agent), Solicitor, Truro.
Dated Registrar's Office, Truro, February 23, 1865.

In Chancery.

IN the MATTER of the COMPANIES ACT, 1862, and in the MATTER of the BRITISH COPPER COMPANY (LIMITED).—The CREDITORS of the ABOVE-NAMED COMPANY are REQUIRED, on or before the 20th day of March, 1865, to SEND THEIR NAMES and ADDRESSES, and the PARTICULARS of THEIR DEBTS or CLAIMS, and the names and addresses of their solicitors (if any) to Henry Threlkeld Edwards, of No. 9, King's Arms-yard, Moorgate-street, London, the liquidator of the said company, or, if so required by notice in writing by the said liquidator, are, by their solicitors, to come in and prove their said debts and claims, at the Chambers of the Master of the Rolls, in the Rolls-yard, Chancery-lane, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
Monday, the 27th day of March, 1865, at Twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.
E. B. CHURCH, Chief Clerk.
ANTHONY PULBROOK, 31, Threadneedle-street, London
(Solicitor to the Liquidator).
Dated this 15th day of February, 1865.

LEAD MINES, ENGINES, BOILERS, PITWORK, WINDMILL, CRUSHERS, AND OTHER MINING PLANT AND BUILDINGS FOR SALE.

MR. T. P. THOMAS has been instructed to offer FOR SALE, BY PUBLIC AUCTION, at Garraway's Coffee House, on Monday, the 6th day of March next, at Twelve o'clock noon, the mines known as the NEWTOWNARDS AND CONLIG LEAD MINES, together with all the PLANT and BUILDINGS thereon, which are to be taken at a valuation.
These mines are situated in the county of Down, Ireland, within two miles of the railway station at Newtownards, and about the same distance from the harbour at Bangor. They are held under leases from the Marquis of Londonderry and Robert Edward Ward, Esq., of Bangor Castle, respectively, and extend over very considerable tracts of country, large portions of which are yet unexplored. The workings are very extensive, and have yielded large quantities of ore, from which dividends have been paid to the present company amounting to over £26,000.
The mine is provided with TWO STEAM ENGINES, attached to one of which is a crusher, also a powerful windmill for crushing, suitable dwelling houses for agent and overseers, and a variety of plant, which is set forth in an inventory, a copy of which can be procured upon application to the auctioneer. The washing floors are in good order, and command an abundant supply of water.
The mine is at present being worked at and above the 120, above which bunches of of ore of considerable magnitude have been wrought, and ore is still raised monthly to an extent until very lately sufficient to meet current expenses. To explore and develope the lode longitudinally, making the present mine a basis from which to start trial levels, very well deserves the expenditure of a moderate amount of capital.
The present company having no power to make calls upon the shareholders is the cause of the mine being disposed of, as the requisite trials cannot be prosecuted without the aid of further capital.
Full particulars can be obtained upon application to the Auctioneer; to Mr. H. B. NOBLE, Douglas, Isle of Man; to Capt. W. H. ROWE, Newtownards, who will show the mines; or to Mr. THOMAS THOMPSON, 12, Old Jewry Chambers, London.

THREE LOCOMOTIVE ENGINES (one new in 1862) CONTRACTORS' PLANT AND IMPLEMENTS, PLAISTOW.

MESSRS. FULLER AND HORSEY are instructed to SELL, BY AUCTION, on Tuesday, March 7th (instead of February 28, as previously advertised), at Twelve precisely, at the works, Plaistow, THREE LOCOMOTIVE ENGINES and CONTRACTORS' PLANT and IMPLEMENTS used in the construction of the Northern Outfall Sewer, including—
ONE TANK LOCOMOTIVE, by Manning and Wardle, Leeds, with six wheels coupled, 3 ft. 3 in. diameter, 11 in. cylinder (new in 1862, and but little used).
TWO TANK LOCOMOTIVES, by G. England and Co., 10 and 12 in. cylinders.
An England's traversing jack, 8 forges, various utensils, 2 carts, useful iron, wheel hoops, bolt iron, fence posts, quantity of wagons, timber erections of temporary workshops and stores, blacksmiths' shop, stables, &c. Also, 20 sets new 3 ft. 6 in. wheels (Owen's patent), made by the Rotherham Foundry Co.; 40 new axles, to suit 5 ft. 3 in. gauge; 80 Owen's patent solid new tyres, by the Rotherham Foundry Co., to fit 3 ft. and 3 ft. 6 in. wheels.
May be viewed the day preceding and morning of sale, when catalogues may be had on the premises, and of Messrs. FULLER and HORSEY, 13, Billiter-street, E.C.

CONTRACTORS' PLANT AND IMPLEMENTS, BARKING CREEK.

MESSRS. FULLER AND HORSEY are instructed to SELL, BY AUCTION, on Wednesday, March 8, and following day (instead of March 1, as previously advertised), at Twelve precisely, at the Northern Outfall Works, Barking Creek, CONTRACTORS' PLANT and IMPLEMENTS used in the construction of the Northern Level Sewer, comprising—
SIX HUNDRED TONS PERMANENT and TEMPORARY RAILS, and TEN THOUSAND SLEEPERS.
TWO HUNDRED capital EARTH WAGONS, side and end tips.
SIXTY-SIX IRON EARTH WAGONS.
FIFTY-SIX BRICK TRUCKS.
FIVE IRON CONCRETE WAGONS,
Concrete and pug mills, 1000 centres, 5 portable offices, the temporary erections of sheds, cottages, storehouse, and stables.
A 12 horse power HORIZONTAL STEAM ENGINE, egg-end BOILER, PAIR of 4 ft. 6 in. horizontal French burr stones, 10 wrought-iron gates, 13 pairs wheels and axles, quantity of wrought, cast, and scrap iron, granite and York stone, large quantity of timber, navvy barrows, and a variety of stores and utensils.
N.B.—Barges can load alongside.
May be viewed Monday and Tuesday preceding and mornings of sale, when catalogues may be had on the premises, and of Messrs. FULLER and HORSEY, 13, Billiter-street.

TO COLLIERY PROPRIETORS AND OTHERS.
FROGHALL, NEAR CHEADLE, STAFFORDSHIRE.

MR. CHARLES GILLARD WILL SELL, BY AUCTION, on Tuesday, the 7th day of March, 1865, at the Froghall Iron Ore Works, a quantity of VALUABLE COLLIERY PLANT, consisting of about SIXTEEN TONS of TRAM RAILS, about THIRTY-FIVE TONS of L or FLANGE RAILS, TWELVE HUNDRED CHAIRS, FIVE WAGONS, 100 tramway pulleys, 35 yards of 9 in. pump truss, 43 yards of 7 in. ditto, 43 yards of 6 in. ditto, 29 yards of 4 in. ditto, force pump; 6 pulleys, 10 ft., 7 ft. 6 in. and 3 ft. 6 in. diameter respectively; T bobs, with carriage; quantity of scrap and cast-iron, about 140 yards boring rods, iron air pipes, about 30 skips, wire roping, 4 pit frames, windlasses, large STEAM ENGINE, 16 in. cylinder; TWO smaller ENGINES, 6 horse and 5 horse power; 2 pit lorries, conductors, slide and pump rods, cast-iron plates, 25 iron pulleys, 5 in. by 9 in., with frames and 90 yards slide rods, 4½ in. by 4 in., for pump; 2 7 ft. 6 in. horizontal pulley frames, 1 3 ft. 6 in. ditto, sinking barrels, catch frames and catches, barrows, cages, tubs, 6 wrought-iron plates for skips, 3 ft. 4 in. by 2 ft. 2 in.; scale beams, pulley blocks, carpenters, blacksmiths, and miners' tools, chains, oil and grease, crowbars, work benches, new skip wheels, old timber, nails, colt legs, and miscellaneous effects, which will be arranged in convenient lots.
The whole may be viewed by application to RICHARD TOMLINS, at the above works, within five minutes' walk of the Froghall station on the North Staffordshire Railway.

SHARES FOR SALE—SNOWDON SLATE QUARRIES COMPANY (LIMITED), CARNARVONSHIRE.—TO BE DISPOSED OF, TWENTY-SIX, or a smaller number of, SHARES in the above well-known slate quarry, which is now coming into regular working order, and the slates from which are blue in colour, and of the best quality that come to Carnarvon. The shares are £100 each, on which £75 has been paid up. The sale price of slates has risen 30 per cent. during the last six years. A further rise will take place during the present month, as the demand is more than three times in excess of the supply.
For particulars, apply to JOHN BOWER, Esq., D.C.L., Beaumaris, North Wales; or to D. MACKENZIE, Esq., Lloyd's, London.

FOR SALE, the RIGHT to the PATENT of a VALUABLE IMPROVEMENT in VALVES and BUCKETS for PUMPS, and in VALVES or COCKS for OTHER USES.—For particulars, apply to Mr. W. T. RAWLE, patent and mining agent, 39, Budge-street, Bristol.

WHEAL ANNA, ST. HILARY, NEAR MARAZION, CORNWALL.

FOR SALE, BY PRIVATE CONTRACT, the WHEAL ANNA MINE, with the MATERIALS thereon, situate in the parish of St. Hilary, near Marazion, Cornwall, adjoining the Great Wheal Prosper Mines.
The materials consist of a 70 in. cylinder PUMPING ENGINE, with THREE BOILERS complete.
36 in. cylinder PUMPING ENGINE, with ONE BOILER.
32 in. DOUBLE STAMPING ENGINE, 9 ft. stroke, with ONE BOILER, and 36 heads of stamps.
22 in. WINDING ENGINE, with BOILER and cage.
Capstans, shears, balance-bobs, capstan rope, a large number of 17 in., 16 in., and 12 in. pumps, with windbores, doorpieces, H pieces, plunger poles, working barrels, rods, rod plates, caps, shaft roller, rod and flange bolts, rail iron, chain, ladders, whims, &c.; Brenton's calciner, with tin frames, trunks, buddies, &c.; smiths' and miners' tools, &c.
To view the same, apply to the agents, on the mine; and for further particulars to Mr. J. P. BENNETTS, Falmouth; or to Messrs. JOHN TAYLOR and SONS, 6, Queen-street-place, Upper Thames-street, London.—Nov. 1, 1864.

HOLMBUSH MINES—SALE OF ENGINES, &c.

TO BE SOLD, BY PRIVATE CONTRACT, ONE 80 in. cylinder PUMPING ENGINE, 11 ft. stroke in cylinder, 9 ft. in shaft, air pump (brass lined), with THREE BOILERS about 12 tons each. ONE 18 in. WINDING ENGINE, 3½ ft. stroke, with cage, and 8 tons BOILER. ONE 16 in. WINDING ENGINE, with oscillating beam, cage, and BOILER 6 tons.—For further information, apply to Mr. WARD, 9, Broad-street-buildings, London; Capt. JOHNS, West Caradon Mine, Liskeard; or to Mr. THOMAS PRYOR, Claremont, Redruth.

LEICESTERSHIRE.

TO BE SOLD, the RIGHT of WORKING the COALS and OTHER MINERALS lying under a portion (being 47 A. 2 R. 35 P.) of IBSTOCK GRANGE ESTATE, in the above county.
The lands under which the coals and other minerals lie are within a short distance of Ibstock Colliery, comprise the same seams of coal, being five in number, ranging from 2 ft. 9 in. to 8 ft. in thickness, and are about the same depth from surface.
The district presents unmistakeable evidence of a coal field capable of being extensively and profitably worked.
Ibstock Grange is situate 13 miles from Leicester, 13 from Ashby-de-la-Zouch, 5 from Market Bosworth, and 1¼ from Bayworth station, on the Leicester and Burton branch of the Midland Railway.
For further particulars, and to treat for same, apply to Messrs. BURD and SONS, estate agents, Shrewsbury.

PROFITABLE COLLIERY INVESTMENT.—TO BE SOLD for £8000, a COLLIERY, with PLANT, &c., in good working order. The output is steadily increasing, and will speedily reach 150 tons per day. The coal is on the Admiralty list, and of the best quality of Welsh steam coal, and a profit of 2s. per ton can be calculated upon.—Address, "A. B.," 14, Portland-square, Bristol.

MERIONETHSHIRE, NORTH WALES.

TO BE DISPOSED OF, a SLATE QUARRY PROPERTY, vein proved, and position commanding all advantages. Also, a VALUABLE GRANT, possessing a RICH SILVER-LEAD MINE, with other lodes, very favourable.—To treat for the same, apply to Mr. H. P. M. OWEN, C.E., Penrhyndendraeth, via Carnarvon.
Mr. OWEN has OTHER MINES and QUARRIES TO DISPOSE OF. Also, begs to offer his services to gentlemen in all inspections of native mineral, with practical reports thereon. Immediate attention given.

HORIZONTAL ENGINES FOR SALE, at very low prices:—One 12 in. cylinder, 24 in. stroke; one 12 in. cylinder, 36 in. stroke; and two 14 in. cylinders, 24 in. stroke. All ready for delivery, and may be had with or without fly-wheels.—Apply to Messrs. E. PAGE and Co., Laurence Pountney-place Laurence Pountney-hill Cannon-street E.C.

ENGINE AND BOILER FOR SALE.—A BOULTON AND WATT 40 horse power LOW PRESSURE BEAM ENGINE FOR SALE. Also, a CORNISH WROUGHT IRON BOILER, in capital repair, by Hill and Sons. The principal dimensions of the engine are 24 in. cylinder, 5 ft. stroke, 16 ft. fly-wheel. The boiler is 22 ft. long, 8 ft. diameter, with double tubes. The engine and boiler may be seen at work any day before the 31st of March. Can be delivered before the 30th April next on the ground, or the purchaser may make other arrangements for taking down engine after stopping working. Price for engine and boiler, £300.
For view, or other particulars, apply to Messrs. STANTON and SON, Stafford Mills, Stroud, Gloucestershire.

A GREAT DEAL of INFERIOR SPIEGELEISEN having been SOLD in ENGLAND, to the PREJUDICE of the GENUINE ARTICLE, I beg to OFFER BEST QUALITY of SPIEGEL IRON, ex steamer in Hull, at £6 10s. per ton. SECOND QUALITY, £5 5s. Also, PUDDLED STEEL in BARS, ordinary sizes, £13 per ton. Apply to JULIUS GOLDSTEIN, HAMBURG.
Engineers, also merchants and manufacturers in the metal trade, wishing to be represented in Hamburg, will please communicate.

MANCHESTER, AND WEST END OF LONDON.

MR. W. HANNAM, MINING, SLATE QUARRYING, INSURANCE, AND GENERAL SHAREBROKER,
ROYAL INSURANCE BUILDINGS, KING STREET, MANCHESTER; and 31, REGENT STREET, LONDON, S.W.
INSTANTANEOUS COMMUNICATION with the STOCK and MINING EXCHANGES, avoiding the delay and annoyance of visiting the City to ascertain prices.
A Monthly Investment Circular on application.

MINING OFFICES, MANCHESTER.

THOMAS MOLYNEUX AND CO., MINE AGENTS, SHAREBROKERS, AND GENERAL COMMISSION AGENTS. Reliable information can be obtained as to purchase and sale of shares.
Office of the Hazel Grove Silver-Lead Mining Company (Limited), Flintshire. Prospectuses, reports, &c., of this valuable property may be had on application to No. 28 Princess-street, Manchester.

BRITISH AND FOREIGN INVESTMENT.—Mr. THOMAS SPARGO, STOCK, SHARE, AND MINING BROKER, 224, and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C., TRANSACTS EVERY DESCRIPTION of BUSINESS in the PURCHASE and SALE of SHARES in BANKS, CANALS, MINES, RAILWAYS, BRIDGES, INSURANCES, and ALL OTHER DESCRIPTIONS of BRITISH and FOREIGN STOCK.
Mr. SPARGO has for sale shares in English mines paying from 10 to 20 per cent. upon the present price, in bi-monthly and quarterly dividends, as also a number of shares in good progressive mines, some of which he with confidence specially recommends to the public as sound investments.
Mr. SPARGO gives every information as to position and prospects of all mining undertakings, upon application, either personally or by letter, and is enabled, through his long experience, aided by his monthly visits to Cornwall, Devon, and Wales, to obtain the most reliable information as to the numerous mines in those districts. He will at all times give the best advice as to investment in mines, and, if necessary, inspect them himself; as in all cases he wishes to be guided by the intrinsic value of the property. Upon the receipt of 5s. he will furnish a selected list of dividend and progressive companies.
Mr. SPARGO has published the following works, viz.:—

Statistics and Observations upon the Mines of Cornwall,	1859,	price 2s. 6d.
Ditto	ditto	1860, price 2s. 6d.
Ditto	ditto	1862, price 5s.
Ditto	ditto	1864, price 5s.

Physical, Geological, and Parish Map of Cornwall. Scale, three miles to an inch. Printed in three colours, showing distinctly the mining districts, the height of the hills, &c. Price 10s. 6d., on cloth and rollers.
Geological maps of the various mining districts, showing the boundary line of each mine, with the lodes, cross-courses, and elvan courses by which it is traversed. Price 2s. 6d. each.
A Model, or Relief, map of Cornwall (6 ft. 6 in. by 5 ft.), presenting the names of every town and village, as also every characteristic point of the county. Price £5 5s.
Dividends received, calls paid, and all orders promptly negociated.
Commission 1¼ per cent.
Mr. SPARGO has 20 years' experience of mining, ten of which he was engaged in practical mining, and ten years he has transacted business in mining shares and stock, at 224 and 225, Gresham House, Old Broad-street, City, E.C.
Mr. SPARGO's Statistics for 1865 will soon be published.
Bankers: Bank of London, and the Metropolitan and Provincial Bank (Limited.)

MR. BRENTON SYMONS INSPECTS and REPORTS on ANY MINERAL PROPERTY. In all cases where procurable a plan will accompany his report.—18, Hatton-garden, E.C.

Prize Medal Awarded Great Exhibition, 1851, and International Exhibition, 1862.

PATENT SAFETY FUZE WORKS, TUCKINGMILL, CORNWALL.—We beg respectfully to inform the public that since the decease of the late Mr. THOMAS DAVEY this firm has consisted of JOHN SOLOMON BICKFORD, JOHN SMITH, FRANCIS PRYOR, SIMON DAVEY, and WILLIAM BICKFORD SMITH. It is requested that all letters may be addressed, and all cheques and drafts made payable to JOHN BICKFORD, SMITH, AND CO.

CHARLES DAVEY AND CO., SAFETY FUSE MANUFACTURERS, ST. HELEN'S JUNCTION, LANCASHIRE. 101

Gun Cotton Manufactory.

MESSRS. THOMAS PRENTICE AND CO., GREAT EASTERN CHEMICAL WORKS, STOWMARKET, SUFFOLK.

This manufactory has been established for the purpose of preparing GUN COTTON, according to the Austrian process, and was opened on the 26th of January last, under the inspection of Baron Lenk. Messrs. Thomas Prentice and Co. are now able to supply GUN COTTON, in its most approved form, either for the purposes of engineering and mining, or for military and submarine explosion, and for the service of artillery, as a substitute for gunpowder.

The advantages of Baron Lenk's GUN COTTON are the following:—

FOR PURPOSES OF ARTILLERY.—The same initial velocity of the projectile can be obtained by a charge of gun cotton one-fourth of the weight of gunpowder. There is no smoke from the explosion of gun cotton; it does not foul the gun, nor heat it to the injurious degree of gunpowder. There is much smaller recoil of the gun. The same initial velocity of projectile is produced, with a shorter length of barrel. In projectiles of the form of explosive shells it breaks the shell more equally into much more numerous pieces than gunpowder. When used in shells, one-third the weight of gun cotton produces double the explosive force of gunpowder.

FOR CIVIL ENGINEERING AND MINING.—In driving tunnels through hard rock a charge of gun cotton of given size exerts double the explosive force of gunpowder, thus a smaller number of holes is necessary. It may be so used as, in its explosion, to reduce the rock to much smaller pieces than gunpowder, and so facilitate its removal. As gun cotton makes no smoke, the work can proceed much more rapidly, and with less injury to the health of the miners. In working coal mines the advantages of bringing down much greater quantities of material with a given charge, and the absence of smoke in the explosion, enable a much greater quantity of work to be done in a given time at a given cost. The weight of gun cotton required to produce a given effect in mining is only one-sixth part of the weight of gunpowder. In blasting rock under water the wider range and greater force of a given charge is a great element in cheapening the cost of submarine blasting. The peculiar local action of gun cotton, to which the effects of gunpowder show no analogy, enables the engineer to destroy and remove submarine stones and rocks, without the preliminary delay and expense of boring chambers for the charge.

FOR MILITARY ENGINEERING.—The facility of transport is increased, the weight of gun cotton being one-sixth that of gunpowder. The peculiar localised action of gun cotton facilitates the destruction of bridges and palisades, and every obstacle. For submarine explosion, gun cotton has the advantage of a much wider range of destructive power than gunpowder. For the same purpose gun cotton, from its lightness, has the advantage of keeping afloat the water-tight case in which it is contained, while gunpowder sinks it to the bottom.

FOR NAVAL WARFARE.—In the batteries of ships, between decks, and in casemated forts, the absence of smoke facilitates continuous rapid firing. The absence of fouling and of heating are equally advantageous for naval as for military artillery.

GENERAL ADVANTAGES.—Time, damp, and exposure do not alter the qualities of the gun cotton. It has already been preserved 10 years without injury or decay. It may be transported through fire without danger, simply by being wetted, and when dried in the open air it becomes as good as before. In the case of a ship, or a fortress, or of a city being on fire, this quality may be of the greatest value. It is much safer than gunpowder, owing to its being manufactured in the shape of rope or yarn. It cannot escape from its package, or be spilled by accident. The patent gun cotton is entirely free from the danger of spontaneous combustion, and secures that degree of safety and certainty which, at the time of the original invention, the gun cotton of Schönbein did not possess.

Messrs. THOMAS PRENTICE and Co. are now in a position to contract with the owners of mines, engineers, contractors, and governments for gun cotton prepared in the various forms required for their use. Mining charges will be supplied in the rope form, according to the diameters of bore required, and gun cotton match-line, as well as instructions for using it in mines, will be supplied with it.

The great advantage of gun cotton make its use in practice very much cheaper than its comparative price would appear to show; in blasting rock, for example, the rapidity and quantity of the work done, with a given expense of wages, &c., is largely in favour of gun cotton.

Messrs. THOMAS PRENTICE and Co. are also prepared to manufacture the gun cotton, and deliver it in the form of gun cartridges, adapted to every description of ammunition; and they require for this purpose being a drawing of the gun, gunpowder cartridges, and ammunition, with the specification of weights, sizes, and initial velocities.

Artillerists who prefer to manufacture their own cartridges may make special arrangements with the patentee through Messrs. PRENTICE and Co.

Stowmarket, March 10 1864. 100

A NEW MONTHLY SCIENTIFIC JOURNAL.

Messrs. CASSELL, PETTER, and GALPIN beg to announce that they will publish, on the 1st of March, No. 1 of a new monthly first-class serial, to be entitled

THE SCIENTIFIC REVIEW, AND JOURNAL OF THE INVENTORS' INSTITUTE.

The main objects of the "SCIENTIFIC REVIEW" will be to record lucidly and faithfully from month to month, the progress of science both at home and abroad, to point out the bearing of recent discoveries on those previously made, and to keep their practical utility most steadily in view.

It will place before the public not only home inventions, but those of other nations, and will endeavour to throw an interest over these matters, by setting them forth in such a manner that the general public may readily understand them.

Among the boundless variety of subjects which will find a place in its pages, every branch of production, every department of scientific research, having a practical tendency, will be duly noticed.

The "SCIENTIFIC REVIEW, AND JOURNAL OF THE INVENTORS' INSTITUTE" will also form a medium of intercommunication between scientific men throughout the world; and no opportunity will be afforded them of canvassing the merits of rival inventions, provided the public good is the sole object of disputation.

It will, moreover, be the accredited organ of the Inventors' Institute, the objects of which are:—"To protect inventors' interests, and defend the privilege of obtaining Her Majesty's Letters Patent"—"To promote improvements in the Patent Laws"—"To facilitate the diffusion of information with reference to inventions, and other subjects beneficial to inventors and patentees."

Each number will generally contain one or more reviews of scientific works; descriptions of new or improved machines, processes and apparatus, with illustrations when considered necessary; special articles on scientific topics of current interest; a *resumé* of the progress of manufactures and practical science in all parts of the world, collected from materials furnished by special correspondents, or from the most recent scientific journals, &c., whether at home or abroad; a detail of important patents asked for or granted; meetings of scientific societies; and answers to correspondents. Inventors and others seeking information may rest assured that their communications will receive early attention, whenever the questions proposed are of public interest.

The "SCIENTIFIC REVIEW, AND JOURNAL OF THE INVENTORS' INSTITUTE" will be published under the supervision of able and experienced men, and will be published on the 1st of every month, price 6d., or stamped 7d.

Subscribers desirous of receiving copies each month at their residences will secure their regular delivery post free by remitting a year's subscription of 7s. to the publishers.

All communications intended for the Editors to be addressed as follows:—The Editors of the "SCIENTIFIC REVIEW," Messrs. CASSELL, PETTER and GALPIN, La Belle Sauvage-yard, London, E.C.—La Belle Sauvage-yard, London, E.C., February, 1865.

N.B.—Advertisements for the first number must be sent to the office of the "SCIENTIFIC REVIEW," La Belle Sauvage-yard, Ludgate-hill, on or before the 20th February. 102

TO INVESTORS, CAPITALISTS, AND OTHERS.

THE CITY ARGUS AND SHAREHOLDERS' GAZETTE (price 3d., stamped 4d.) will be ready for next month's delivery on Saturday, 4th March, and it will contain its usual precise monetary intelligence relating to every description of investment. Amongst the many new and peculiar features which distinguish this paper from others of its class may be mentioned—1. That a free register is kept by the Editor of unmarketable securities, either for purchase or sale, and the names of which are not included in the Official List.—2. That parties resident in town or country, who may be desirous of purchasing or disposing of stocks, shares, debentures, &c., can, free of cost, be advised as to the expediency of action by communicating with the Editor.—3. Annual subscribers are supplied free with every information as to the *bona fides* of new companies.

As an advertising medium for public companies, inventors, machine makers, &c., the "City Argus" cannot be excelled.

Offices, 5, Bishopsgate-street Within, London. 104

TO THE HARDWARE TRADE.

ENGLAND'S IRON TRADE CIRCULAR is now the leading journal of the trade. Supplied to subscribers only.

One year	£2 2 0
Half a year	1 1 0
Quarter of a year	0 10 6

Payable in advance.

Office for advertisements, Union-passage, Birmingham. 105

THE STOCKTON AND HARTLEPOOL MERCURY AND MIDDLESBOROUGH NEWS (published at Hartlepool) is eminently the organ of the Coal, Iron, and Iron Ship-building Trades in the extensive Mining and Maritime Districts of South Durham and Cleveland, with which it has been closely identified since its origin. The "Mercury" was for years the only newspaper published in South Durham and Cleveland" and is yet the only one published more than once a week. All advertisements to be forwarded to the publisher, Mr. JOHN H. BELL, Southgate, Hartlepool. 106

THE NEWCASTLE CHRONICLE AND NORTHERN COUNTIES ADVERTISER. (ESTABLISHED 1764).

Published every Saturday, price 2d., or quarterly 2s. 2d.

Offices, 42, Grey-street, Newcastle-upon-Tyne; 50, Howard-street, North Shields; 195, High-street, Sunderland. 107

Now Ready,

THE MONEYS OF ALL NATIONS.

With their Correct Value in English Currency.

One Dozen Copies sent free by post on receipt of Two Penny Stamps.

Address, T. ROBERTS & Co., 8, Crane-court, Fleet-street, London. 108

NEW MEDICAL GUIDE.

DR. SMITH, who has had twenty years' practical experience in the treatment of Debility, Spermatorrhœa, Disorders of the Nervous System, &c., has published A GUIDE (138 pages) for Self-Cure. Sent to any address on receipt of 12 stamps. Dr. SMITH may be consulted personally (or by letter) in all private and confidential cases.—Address, SMITH and Co., 8, Burton-crescent, Euston-road. London Consultations daily from Eleven to 109

NICHOLLS, WILLIAMS, AND CO., ENGINEERS, BEDFORD IRONWORKS, TAVISTOCK.

MANUFACTURERS of STEAM ENGINES of EVERY DESCRIPTION, made on the BEST and NEWEST PRINCIPLES. We beg more especially to call the attention of the public to the manufacture of our BOILERS, which have been tested by most of our leading engineers. PUMP WORK CASTINGS of EVERY DESCRIPTION, both of brass and iron. HAMMERED IRON and HEAVY SHAFTS of ANY SIZE. CHAINS made of the best iron, and warranted. RAILWAY WORK of EVERY DESCRIPTION.

ALL ORDERS FOR ABROAD RECEIVE their BEST ATTENTION. NICHOLLS, WILLIAMS, and Co. have had 20 years' experience in supplying machinery to foreign mines, and selecting experienced workmen to erect the same, where required.

Messrs. NICHOLLS, WILLIAMS, and Co. have always a LARGE STOCK of SECOND-HAND MINE MATERIALS in stock, and at moderate prices. 110

HALLIWELL AND CO., ENGINEERS' CONTRACTORS FOR BLAST FURNACES (COMPLETE).

Plans and Estimates Furnished. Satisfactory references.

ADDRESS,—WIDNES DOCK AND WIGAN. 111

PATENT FLEXIBLE TUBING, AND BRATTICE CLOTH FOR MINES, MANUFACTURED BY

ELLIS LEVER, PATENTEE,

WEST GORTON WORKS, MANCHESTER. 112

TAVISTOCK IRONWORKS AND STEEL ORDNANCE COMPANY (LIMITED). (LATE GILL AND CO.)

ENGINEERS, IRON AND BRASS FOUNDERS, MANUFACTURERS OF

STEAM ENGINES, BOILERS, AND MACHINERY OF ALL KINDS. CHAINS .SHOVELS, EDGE TOOLS, AND EVERY DESCRIPTION OF CAST AND HAMMERED IRON FOR MINING, MANUFACTURING, RAILWAY, OR AGRICULTURAL PURPOSES.

Machinery sent to all parts of the world.

Foreign mining companies supplied on liberal terms. 113

RAILWAY CARRIAGE COMPANY (LIMITED), ESTABLISHED 1847.

OLDBURY WORKS, NEAR BIRMINGHAM.

MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.

Passenger carriages and wagons built, either for cash or for payment over a period of years.

RAILWAY WAGONS FOR HIRE.

CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.

LONDON OFFICES,—6, STOREY'S GATE, GREAT GEORGE STREET, WESTMINSTER. 114

THE BEVERLEY IRON AND WAGON COMPANY (LIMITED).

MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, WROUGHT and CAST IRON CARRIAGE and WAGON WHEELS, AXLES, HAMMERED USES, and HEAVY SMITHS' WORK for ENGINEERS, &c. BRASS and IRON FOUNDERS. MAKERS of PORTABLE FARM RAILWAYS, TURNTABLES, CROSSINGS, SWITCHES, &c. AGRICULTURAL MACHINISTS. MANUFACTURERS of FIELD, ROAD, and BARN IMPLEMENTS, PATENT LORRY, CART, and CARRIAGE WHEELS, with WOOD or IRON NAVES. REAPING MACHINES, CLOD CRUSHERS, CORN MILLS, &c. SAW MILL PROPRIETORS. GENERAL TIMBER CONVERTERS for HOME and FOREIGN RAILWAYS, STATIONS, BARRACKS, EXHIBITIONS, &c.

IRONWORKS, BEVERLEY, YORKSHIRE.

JAMES DEWHIRST, Sec. 115

THE BIRMINGHAM WAGON COMPANY (LIMITED)

MANUFACTURE RAILWAY WAGONS of EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.

EDMUND FOWLER, Sec.

OFFICES,—3, NEWHALL STREET, BIRMINGHAM. 116

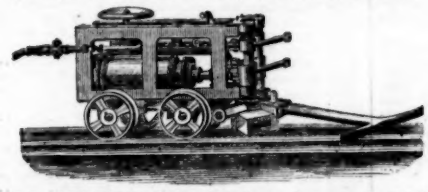
COAL CUTTING MACHINERY.—The WEST ARDSLEY COMPANY having, by recently patented improvements, perfected their coal cutting machinery, worked by compressed air, are NOW READY to MAKE CONTRACTS for the CONSTRUCTION and USE of their MACHINES.

The results of twelve months' experience in the working of these machines, by the West Ardsley Company, have proved most satisfactory, their use being found to CHEAPEN the COST and IMPROVE the average SIZE of the COAL, to LIGHTEN the LABOUR, and also to MODIFY the SANITARY CONDITION of the MINE.

All communications to be made to Messrs. FIRTH, DONISTHORPE, and BOWER, No. 8, Britannia-street, Leeds.

NOTICE.—The WEST ARDSLEY COMPANY, having reason to believe that their patents are being infringed upon, hereby give notice that they will TAKE LEGAL PROCEEDINGS AGAINST ALL PARTIES who may MAKE FOR SALE, or USE ANY MACHINERY in the construction of which any such INFRINGEMENT is MADE.

COAL CUTTING BY MACHINERY.



MESSRS. RIDLEY AND CO. have, by recently PATENTED IMPROVEMENTS, COMPLETED their TRUNK COAL CUTTING MACHINE, WORKED by COMPRESSED AIR, and are NOW PREPARED to NEGOCIATE for the USE, and to SUPPLY MACHINES, which will be found to COMBINE SIMPLICITY of CONSTRUCTION with PORTABILITY and ECONOMY in WORKING. By the use of these machines a CONSIDERABLE SAVING of COAL is EFFECTED, and the COST of LABOUR MUCH REDUCED. Each machine will be guaranteed as to its capabilities, &c.

All applications to be made to Messrs. RIDLEY and Co., No. 11, South-street, Finsbury London, E.C.; or Mr. PERCY BANKART, agent, 9, Clement's-lane, E.C.

*** COLLIERY PROPRIETORS are CAUTIONED against PURCHASING or USING MACHINES, the construction of which will constitute an INFRINGEMENT of the ABOVE PATENT. 117

FRANCIS'S SLACK WASHING MACHINE, SIMPLE, and THOROUGHLY EFFICIENT, REQUIRES NO STEAM ENGINE. Will wash brace from the puddling-furnace. Price £25.—Apply to Mr. R. C. RAWLINS, Wynn Hall Colliery, Ruabon. 118

IMPROVED APPLICATION OF WATER-POWER.

THE TURBINE.—MAC ADAM BROTHERS AND CO., ENGINEERS, SOHO FOUNDRY, BELFAST, have been engaged for 12 years, with complete success, in MANUFACTURING their IMPROVED TURBINES, and can recommend them with confidence.

This machine is applicable to all practicable heights of fall and quantities of water, giving a much higher percentage of power than any other description of water-wheels.

On low falls it has the additional advantage of not being affected by floods or back-water, and it is particularly well adapted for any falls where the quantity of water is variable.

Further particulars on application, also references to turbines now at work on a great variety of falls. 119

HYDRAULIC LIME AND ROMAN CEMENT, MANUFACTURED by LLOYD JONES AND CO., HALKIN WORKS, HOLYWELL, FLINTSHIRE. The Halkin Hydraulic Lime is the same as used in the construction of the Liverpool Docks, Manchester, and various Waterworks, Collieries, and Mines throughout the country, being so long celebrated for its strong cementitious and connecting powers for masonry in water. Can be supplied by rail or water to any part of the kingdom, either in lump (loose) or ground, and in barrels or bags. The Limestone can be had in full cargoes, also their cement in barrels, which is of a very superior quality, and warranted pure. Orders to be accompanied by a banker's reference.—Apply at the Works, or to E. and W. AARON, agents, 66, South John-street, Liverpool. 121

Swan Rope Works.

GARNOCK, BIBBY, AND CO., CHAPEL STREET, LIVERPOOL,

MANUFACTURERS of FLAT and ROUND HEMP and IRON and STEEL WIRE ROPES for MINING, RAILWAY, and SHIPPING PURPOSES.

MANILLA RORE of SUPERIOR QUALITY, FIFTY PER CENT. STRONGER, and THIRTY PER CENT. CHEAPER than Russian hemp rope.

WIRE ROPE of FIRST QUALITY WIRE, and the HIGHEST STANDARD of STRENGTH. 122

First Class Silver Medal, Royal Polytechnic Society, Falmouth, 1864.

CREASE'S PNEUMATIC TUNNELLING ENGINE, for SUPERSEDING the SLOW and EXPENSIVE USE of MANUAL LABOUR in SINKING SHAFTS, DRIVING LEVELS, TUNNELLING, &c., is guaranteed to drive through any rock of average hardness at a minimum rate of 1 fm. per diem, and to sink shafts at the rate of 2 fms. in three days.

Mr. CREASE will undertake contracts for sinking shafts, driving levels, &c., at an enormous reduction of time and great saving in cost.

Applications to be addressed (for the present) to the patentee, Mr. E. S. CREASE Tavistock, Devon. 123

GOVERNMENT SECURITIES, JOINT-STOCK BANKS, RAILWAY DEBENTURES AND BONDS, COLONIAL SECURITIES, FOREIGN BONDS, AND BRITISH MINES.—Messrs. TREDINNICK AND CO., of 78, LOMBARD STREET, LONDON, E.C., may be consulted confidentially as to the eligibility of all *bonâ fide* investments. A selected list forwarded on application. 124

International Exhibition, 1862—Prize Medal.

JAMES RUSSELL AND SONS (the original patentees and first makers of wrought-iron tubes), of the CROWN PATENT TUBE WORKS, WEDNESBURY, STAFFORDSHIRE, have been AWARDED a PRIZE MEDAL for the "good work" displayed in their wrought-iron tubes and fittings.

Warehouse, 81, Upper Ground-street, London, S. 125

Prize Medals—International Exhibition, Class 1 and 2.

PATENT PLUMBAGO CRUCIBLES.—The CRUCIBLES manufactured by the PATENT PLUMBAGO CRUCIBLE COMPANY are the ONLY KIND for which a MEDAL has been AWARDED, and are now used exclusively by the English, Australian, and Indian Mints; the French, Russian, and other Continental Mints; the Royal Arsenals of Woolwich, Brest, and Toulon, &c.; and have been adopted by most of the large ENGINEERS, BRASSFOUNDERS, and REFINERS in this country and abroad. The GREAT SUPERIORITY of these melting pots consists in their capability of melting on an average 40 pourings of the most difficult metals, and a still greater number of those of an ordinary character, some of them having actually reached the EXTRAORDINARY NUMBER of 96 meltings. They are unaffected by change of temperature, never crack, and become heated much more rapidly than any other crucibles. In consequence of their great durability, the saving of waste is also very considerable.

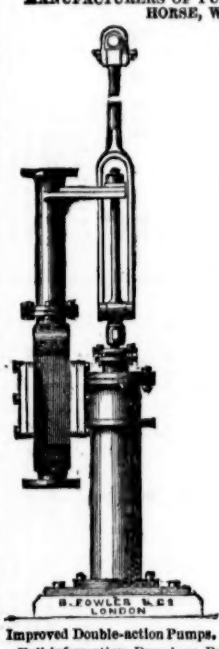
The company have recently introduced CRUCIBLES SPECIALLY ADAPTED for the following purposes, viz.:—MALLEABLE IRON MELTING, the average working of which has proved to be about seven days; STEEL MELTING, which are found to save nearly 1¼ ton of fuel to every ton of steel fused; and for ZINC MELTING, lasting much longer than the ordinary iron pots, and saving the great loss which arises from mixture with iron.

The Patent Plumbago Crucible Company likewise manufacture and import Clay Crucibles, Muffles, Portable Furnaces, &c., Stove Backs, all descriptions of fire-standing goods, and every requisite for the Assayer and Dentist.

For lists, testimonials, &c., apply to the Patent Plumbago Crucible Company, Battersea Works, London, S.W. 126

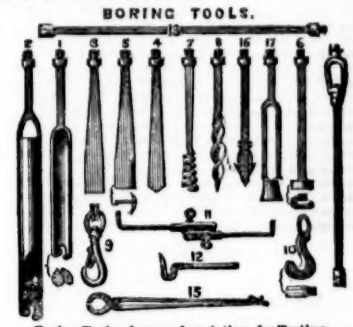
CLINTON AND OWENS (LATE B. FOWLER AND CO.) WHITEFRIARS STREET, FLEET STREET, LONDON, E.C., HYDRAULIC AND GENERAL ENGINEERS,

MANUFACTURERS OF PUMPS OF EVERY DESCRIPTION FOR HAND, HORSE, WATER, OR STEAM POWER.

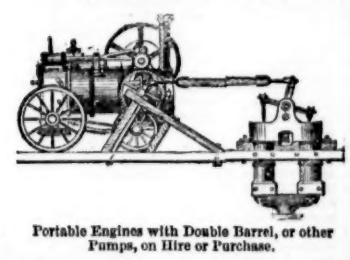


Improved Double-action Pumps.

BORING TOOLS.



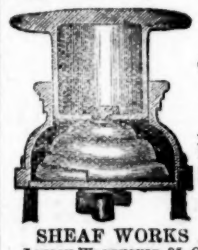
Boring Tools of every description, for Testing Ground and for Artesian Wells.



Portable Engines with Double Barrel, or other Pumps, on Hire or Purchase.

Full information, Drawings, Price Lists, &c., relating to the above, and to Hydraulic Machinery of all descriptions—Crabs, Pulleys, Blocks, and Hoisting Tackle of superior manufacture—may be had on application. 127

THOMAS TURTON AND SONS, MANUFACTURERS OF



CAST STEEL for PUNCHES, TAPS, and DIES, TURNING TOOLS, CHISELS, &c.

CAST STEEL PISTON RODS, CRANK PINS, CONNECTING RODS, STRAIGHT and CRANK AXLES, SHAFTS and FORGINGS of EVERY DESCRIPTION.

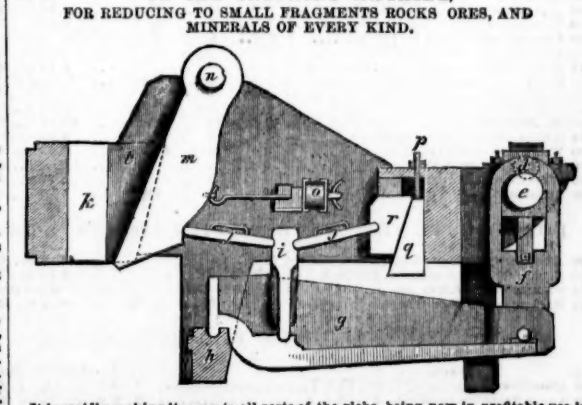
DOUBLE SHEAR STEEL,	FILES MARKED
BLISTER STEEL,	T. TURTON.
SPRING STEEL,	EDGE TOOLS MARKED
GERMAN STEEL.	WM. GREAVES & SON

Locomotive Engine, Railway Carriage and Wagon Springs and Buffers.

SHEAF WORKS AND SPRING WORKS, SHEFFIELD.

LONDON WAREHOUSE, 35, QUEEN STREET, CANNON STREET, CITY, E.C., Where the largest stock in the world may be selected from. 128

BLAKE'S PATENT STONE BREAKER, OR ORE CRUSHING MACHINE, FOR REDUCING TO SMALL FRAGMENTS ROCKS ORES, AND MINERALS OF EVERY KIND.



It is rapidly making its way to all parts of the globe, being now in profitable use in California, Washoe, Lake Superior, Australia, Cuba, Chili, Brazil, and throughout the United States and England.

The above section illustrates Blake's Stone Breaker, just as made the last five years and is fully protected in every part by patents.

Extract from Specification:—A short but powerful vibration is imparted to one or both of the jaws by any convenient arrangement, and combination of powerful levers, worked by a crank or eccentric on the main shaft.

LEGAL PROCEEDINGS will be taken at once against any person or persons found making, using, or vending any machine, the construction of which will constitute an infringement on the above patent. Read extracts of testimonials:—

Alkali Works, near Wednesbury.—I at first thought the outlay too much for so simple an article, but now think it money well spent. WILLIAM HUNT.

Welsh Gold Mining Company, Dolgelly.—The stone breaker does its work admirably, crushing the hardest stones and quartz. WM. DANIEL.

Our 15 by 7 in. machine has broken 4 tons of hard winstone in 20 minutes, for fine road metal, free from dust. Messrs. ORD and MADDISON, Stone and Lime Merchants, Darlington.

Kirkless Hall, near Wigan.—Each of my machines breaks from 100 to 120 tons of limestone or ore per day (10 hours), at a saving of 4d. per ton. JOHN LANCASTER.

Ovoca, Ireland.—My crusher does its work most satisfactorily. It will break 10 tons of the hardest copper ore stone per hour. WM. G. ROBERTS

General Frémont's Mines, California.—The 15 by 7 in. machine effects a saving of the labour of about 30 men, or $75 per day. The high estimation in which we hold your invention is shown by the fact that Mr. Park has just ordered a third machine for this estate. SILAS WILLIAMS

For circulars and testimonials, apply to—

H. R. MARSDEN, SOHO FOUNDRY, MEADOW LANE, LEEDS.

Only maker in the United Kingdom. 129

ASSAYS AND ANALYSES.—MR. JOSEPH GREEN, for the past 14 years professional assayer to the Chester Goldsmiths' Company, UNDERTAKES the ASSAYING and ANALYSIS of EVERY DESCRIPTION of MINERAL.—Assay Office, Chester. 130

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Business.	Dividends	Per Share.	Last paid
1900	Alderley Edge (cop.), Cheshire [L.]	10 0 0	—		11 3 0	0 15 0	Dec. 1864
4000	Bedford United (copper), Tavistock†	2 6 8	—		13 11 6	0 2 6	Oct. 1864
1248	Boscaswell (tin, copper), St. Just	6 15 0	—		1 5 0	0 5 0	May, 1864
200	Botallack (tin, copper), St. Just	91 5 0	—		477 15 0	3 0 0	May, 1864
1000	Bronfloyd (lead), Cardigan [L. £15]	12 0 0	—	25	5 10 0	0 15 0	Jan. 1865
916	Cargoll (silver-lead), Newlyn	15 5 7	37		9 5 0	0 15 0	Nov. 1864
1800	Carn Brea (copper, tin), Illogan	15 0 0	—		280 10 0	2 0 0	June, 1864
2880	Clifford Amalgamated (cop.), Gwen.	30 0 0	31½	30 31	34 3 6	0 12 6	Feb. 1865
2000	Copper Miners of England	25 0 0	—		7½ per cent.		Half-yrly.
40000	Ditto ditto (stock)	100 0 0	—		1 per cent.		Half-yrly.
667	Cwm Erfin (lead) Cardiganshire [L.]	7 10 0	—		14 18 0	1 0 0	Jan. 1865
128	Cwmystwith (lead), Cardiganshire*	60 0 0	—		275 10 0	4 0 0	Jan. 1865
280	Derwent Mines (sil.-lead), Durham	300 0 0	—		152 0 0	5 0 0	June, 1864
1024	Devon Gt. Con. (cop.), Tavist.* [S.E.]	1 0 0	—		953 0 0	10 0 0	Jan. 1865
358	Dolcoath (copper, tin), Camborne*	128 17 6	—		786 10 0	5 0 0	Feb. 1865
512	East Basset (cop.), Redruth [S.E.]*	29 10 0	30	25 27½	126 0 0	1 0 0	Nov. 1864
6144	East Caradon (copper), St. Cleer [S.E.]	2 14 6	14½	14½ 15½	12 12 0	0 10 0	Jan. 1865
300	East Darren (lead), Cardiganshire*	32 0 0	—		103 10 0	2 0 0	Feb. 1865
128	East Pool (tin, copper), Pool, Illogan	24 5 0	—		369 10 0	4 0 0	June, 1864
5000	East Rosewarne (cop., tin), Gwinear	2 15 0	—		0 4 6	0 2 0	Feb. 1865
1906	East Wheal Lovell (tin), Wendron	2 13 6	10½	10 11	1 10 0	0 16 0	May, 1864
2800	Foxdale (lead) Isle of Man [L.]	25 0 0	—		65 0 0	1 0 0	Jan. 1865
5000	Frank Mills (lead), Christow	3 18 6	6¾	6¼ 6¾	2 0 6	0 6 0	Feb. 1865
12500	Great Laxey (lead), Isle of Man [L.]	4 0 0	18½	17½ 18½	1 11 0	0 10 0	Dec. 1864
5908	Great Wh. Vor (tin, cp.), Helston [S.E.]	40 0 0	34½	34½ 35	5 7 0	0 15 0	Dec. 1864
119	Great Work (tin), Germoe	100 0 0	—		15 0 0	5 0 0	Aug. 1864
1024	Herodsfoot (ld.), near Liskeard [S.E.]	8 10 0	—		31 10 0	1 15 0	Feb. 1865
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0	—		430 10 0	3 0 0	Dec. 1864
2000	Maes-y-Safn (lead) [L]	20 0 0	—		1 0 0	1 0 0	Oct. 1864
8000	Marke Valley (copper), Caradon	4 10 6	5½	5 5½	2 18 0	0 2 6	Jan. 1865
8000	Minera Boundary (lead), Wrexham [L.]	1 0 0	—		0 4 0	0 2 0	Nov. 1864
1800	Minera Mining Co. [L.], (ld.), Wrexham	25 0 0	—		169 18 0	7 0 0	Feb. 1865
20000	Mining Co. of Ireland (cop., lead, coal)	7 0 0	—	31½	16 19 7	0 12 3	Jan. 1864
40000	Mwyndy (iron ore) [L. £4] [S.E.]	2 10 0	—		0 4 0	0 2 0	April, 1864
250	Nanty Mines (lead), Montgomery	20 0 0	—		7 0 0	1 0 0	June, 1864
6000	New Birch Tor and Vitifer Cons. (tin)	1 6 6	—		0 11 0	0 1 6	Oct. 1864
5936	North Treskerby (copper), St. Agnes	1 9 0	2⅜	2⅛ 2⅜	0 13 0	0 2 6	Feb. 1864
300	Parys Mines (copper), Anglesey [L.]	50 0 0	—		135 0 0	12 10 0	Jan. 1865
1120	Providence (tin), Uny Lelant† [S.E.]	10 6 7	34	33 34	76 5 0	1 0 0	Feb. 1865
512	South Caradon (cop.), St. Cleer* [S.E.]	1 5 0	—		467 10 0	8 0 0	Jan. 1865
4000	St. Day United (tin), Redruth	14 0 0	—		0 5 0	0 5 0	Mar. 1864
940	St. Ives Consols (tin), St. Ives	8 0 0	—		490 10 0	0 10 0	May, 1864
6000	Tincroft (cop. tin), Pool, Illogan [S.E.]	9 0 0	15⅛	14⅛ 15⅛	16 1 0	0 10 0	Dec. 1864
1600	Torbay Hematite Iron [L. £8]	6 7 6	—		0 6 0	0 6 0	Nov. 1864
6000	West Basset (copper), Illogan [S.E.]	1 10 0	—		26 3 0	0 5 0	Jan. 1865
3000	W. Chiverton, (ld.), Perranzabuloe [S.E.]	—	66	60 65	4 10 0	0 15 0	Feb. 1865
256	West Damsel (copper), Gwennap	38 10 0	—		53 10 0	1 0 0	Nov. 1864
400	W. Wh. Seton (cop.), Camborne [S.E.]*	47 10 0	202½	200 205	425 0 0	4 0 0	Feb. 1865
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 6	102½	100 105	606 10 0	2 0 0	Feb. 1865
512	Wheal Jane (silver-lead), Kea	3 10 0	11	10 11	15 0 0	0 10 0	Aug. 1864
4295	Wheal Kitty (tin), St. Agnes	5 4 6	—		2 6 6	0 3 0	Feb. 1865
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	2 0 6	—		10 2 6	0 7 6	July, 1864
1024	Wh. Mary Ann (ld.), Menheniot [S.E.]	8 0 0	—		59 7 6	0 10 0	Dec. 1864
100	Wheal Mary (tin), Lelant	36 2 6	—		288 5 0	4 0 0	Mar. 1864
80	Wheal Owles (tin), St. Just, Cornwall	70 0 0	—		343 3 0	5 0 0	May, 1864
896	Wheal Seton (tin, copper), Camborne	58 10 0	197½	194 196	191 15 0	4 0 0	Feb. 1865
1040	Wh. Trelawny (sil.-ld.), Liskeard [S.E.]	5 17 0	20	20 21	50 17 6	0 12 6	Dec. 1864
7000	Wicklow (copper) [L.], Wicklow	2 10 0	—		14 17 0	0 6 0	Oct. 1864

[* Dividends paid every two months. † Dividends paid every three months.]

BRITISH MINES WITH DIVIDENDS IN ABEYANCE.

Shares	Mines	Paid	Last Pr.	Business	Dividends	Per Share	Last paid
240	Boscean (tin), St. Just	20 10 0	—		36 10 0	1 0 0	Mar. 1862
3000	Chiverton (lead), Perranzabuloe [S.E.]	6 0 0	6⅛	6 6⅛	—	—	—
256	Condurrow (cop., tin), Camborne	76 10 0	50	45 50	85 0 0	2 0 0	June, 1857
2450	Cook's Kitchen (copper), Illogan	18 5 9	9	8 9	1 7 0	0 7 0	May, 1862
1024	Copper Hill (copper), Redruth	12 0 0	—		2 7 6	—	Sept. 1862
1055	Craddock Moor (copper), St. Cleer	8 0 0	—		7 12 0	0 4 0	July, 1862
4076	Devon and Cornwall (cop.), Tavistock	6 6 3	—		0 10 0	0 2 6	Feb. 1859
12800	Drake Walls (tin, copper), Calstock	2 1 0	—		0 18 0	0 1 6	May, 1863
3000	Dyfngwm (lead), Wales	12 6 6	—		0 17 6	0 2 6	Jan. 1863
940	Fowey Consols (copper), Tywardreath	4 0 0	—		41 9 3	0 2 6	June, 1860
6000	Great South Tolgus (copper), Redruth	0 14 6	2⅛	34s. 36s.	7 18 6	0 5 0	Dec. 1861
1798	Great Wheal Fortune (tin), Breage	19 12 0	4		5 15 0	0 10 0	Nov. 1863
10240	Gunnislake (Clitters' Adit) (copper)	0 2 0	—		0 3 0	0 1 6	Mar. 1862
160	Levant (copper, tin), St. Just	2 10 0	—		1091 0 0	5 0 0	May, 1860
640	Mount Pleasant (lead), Mold	4 0 0	—		18 18 1	0 7 6	Aug. 1862
5000	Orsedd (lead), Flintshire	0 0 8	—		0 10 4	0 0 8	Mar. 1862
6400	Par Consols (cop.), St. Blazey [S.E.]	1 2 6	—		36 19 0	0 2 6	Mar. 1863
1772	Polberro (tin), St. Agnes	15 0 0	—		7 19 6	0 10 0	Nov. 1863
512	Polbreen (tin), St. Agnes	8 0 0	—		1 0 0	1 0 0	July, 1863
6000	Rosewall Hill and Ransom United	3 1 0	—		0 10 0	0 1 6	June, 1863
5000	South Exmouth (lead), Christow	1 14 0	—		0 5 0	0 5 0	Dec. 1862
512	South Tolgus (cop.), Redruth	8 0 0	25	20 25	74 10 0	1 0 0	May, 1863
496	S. Wh. Frances (cop.), Illogan [S.E.]	18 18 9	20	18 20	370 13 6	1 0 0	Nov. 1863
280	Spearne Moor (tin, copper), St. Just	32 17 9	—	32	9 15 0	1 0 0	June, 1862
572	Trelyon Consols (tin), St. Ives	14 10 0	—		7 0 0	0 10 0	Sept. 1860
1000	Trumpet Consols (tin), near Helston	11 10 0	—		11 0 0	2 0 0	Mar. 1862
12000	Twelve Apostles Amal. (ld.), Wrexham	1 0 0	—		—	—	—
4200	Vigra and Clogau (copper) [L. £5]	5 0 0	20		6 2 6	1 10 0	Mar. 1864
1024	Wendron Consols (tin), Wendron	20 13 10	—		8 15 0	1 0 0	Jan. 1861
60	West Burton Gill (lead), Yorkshire	50 0 0	—		14 10 0	3 0 0	June, 1861
1024	West Caradon (cop.), Liskeard [S.E.]	9 0 0	—		101 1 3	0 10 0	Oct. 1862
1000	Wheal Basset and Grylls (tin)	7 0 0	—		3 0 0	0 10 0	Oct. 1863
1024	Wheal Friendship (copper), Devon	20 0 0	—		295 10 0	5 0 0	Feb. 1861
896	Wheal Margaret (tin), Uny Lelant	11 17 6	8	7 8	76 5 0	1 0 0	May, 1863
2044	Wheal Tremayne (tin), Gwinear	6 11 3	—		6 1 3	0 5 0	Nov. 1863
6400	West Fowey Consols (tin and copper)	7 10 0	—		0 19 0	0 3 0	May, 1862

FOREIGN DIVIDEND MINES.

Shares	Mines	Paid	Last Pr.	Business	Dividends	Per Share	Last paid
20000	Australian (cop.), S. Australia [S.E.]	7 7 6	⅜		0 1 0	0 1 0	Dec. 1863
2484	Burra Burra (cop.), South Australia	5 0 0	61		320 0 0	5 0 0	Sept. 1864
6000	Central American (silver) [L.]	5 0 0	—		4 6 8	0 14 10	Dec. 1863
15000	Cape Copper Mining [L. £10] [S.E.]	7 0 0	11¾	10¾ 11¾	0 15 0	0 5 0	Sept. 1864
12000	Cobre Copper Co. (cop.), Cuba [S.E.]	40 0 0	27	25 27	101 0 0	1 0 0	Jan. 1865
100000	Don Pedro No. Del Rey [L. £1] [S.E.]	0 12 6	⅝	⅜ ⅝	0 0 9	0 0 9	Dec. 1863
70000	English and Australian	5 0 0	—		1 12 0	0 2 0	Aug. 1864
15000	East Indian Coal, Calcutta [L.]	10 0 0	—		7½ per cent.	—	Yearly.
25000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	3¾	3 3¼	0 14 4	0 3 0	June, 1864
25000	Gen. Mining Assoc., Nova Scotia [S.E.]	20 0 0	24	22 24	21 10 0	1 0 0	June, 1864
68000	Kapunda Mining Co., Australia [S.E.]	1 0 0	1	¾ 1	0 12 0	0 1 0	June, 1864
15000	Linares (lead), Spain [L.] [S.E.]	3 0 0	6	5 6	11 6 4	0 5 0	Jan. 1865
10000	Lusitanian (Portugal) [S.E.]	2 0 0	1½	1½ 2	1 4 0	0 3 0	Jan. 1865
9275	New Wildberg (copper)	2 0 0	—		0 10 0	0 10 0	Aug. 1864
50000	Panulcillo (copper) [L. £4] [S.E.]	3 0 0	4¼	4 4¼	7½ per cent.	—	Yearly.
10000	Pontgibaud (sil.-lead), France [S.E.]	20 0 0	—		2 3 0	0 16 0	Dec. 1864
97500	Port Phillip (gold), Clunes [S.E.]	1 0 0	1¼	1 1¼	0 12 6	0 1 0	July, 1864
11000	St. John del Rey [L.], Brazil [S.E.]	15 0 0	34	32 34	63 15 0	2 10 0	June, 1864
42174	United Mexican (sil.), Mexico [S.E.]	28 5 0	5	4½ 5	2 19 0	0 5 0	Sept. 1864
10000	Vancouver (coal) [L. £10]	5 0 0	5½	4½ 5½	0 15 0	0 5 0	Nov. 1864
50000	Victoria (London) Mining Co. [L.]	1 0 0	—		0 7 0	0 5 3	Jan. 1865
20000	West Canada Mining Company [L.]	1 0 0	—		0 17 0	0 5 0	Dec. 1864
45000	Yudanamutana (cop.), S. A. [L.] [S.E.]	3 0 0	2	1¾ 2	0 5 0	0 5 0	Aug. 1863

FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

Shares	Mines	Paid	Last Pr.	Business	Dividends	Per Share	Last paid
10000	Alten and Quænangen Uni. (cop.) [L. £5]	4 10 0	—		4 5 0	0 15 0	Nov. 1853
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0	—		6 18 0	0 10 0	Nov. 1862
10000	Gt. Barrier Land, Min., &c., N. Ze. [L. £5]	5 0 0	—		15 per cent.		May, 1859
103815	Mariquita and New Granada [S.E.]	1 0 0	⅜	¼ ⅜	0 9 6	0 1 6	July, 1859

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
35000	Alamillos (lead), Spain] L. £2] [S.E.]	1 5 0	1¾	1½ 2	Sept. 1864
100000	Anglo-Brazilian (gold) [L. £1] [S.E.]	0 5 0	⅜	⅛ ⅜	Dec. 1863
20000	Beariz Tin Streaming Company [L. £1]	0 17 6	—		Oct. 1863
25000	Capula (silver), Mexico [L. £2] [S.E.]	1 0 0	¾	1	Feb. 1864
17000	Central Italian (copper) [7000 £2 paid]	0 6 0	—		Jan. 1859
10000	Copiapo Smelting [L.], Chili	10 0 0	—		Fully paid.
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	⅛		Fully paid.
50000	East del Rey (gold), Brazil [L. £3] [S.E.]	2 0 0	1	1 1¼	Feb. 1865
15000	El Chico Silver Mining and Reduction Company [L. £5]	3 0 0	—	3¼ 3½	
8000	English and Canadian Mining Company [L.]	5 0 0	—		Fully paid.
40000	Fortune (copper), West Australia [L.]	2 0 0	—		Fully paid.
50000	Frontino and Bolivia (gold), New Granada [L. £2] [S.E.]	0 15 0	—	1⅜ 1⅛	Oct. 1864
60000	Great Northern (copper), South Australia [L. £2] [S.E.]	1 10 0	—		June, 1862
24000	Hindostan (copper), Bengal [L. £5]	3 0 0	—		Feb. 1863
4000	Hope Silver-Lead and Copper Mining Co. [L.], Jamaica	25 0 0	—		Fully paid.
130000	Lagunazo (sulphur, copper), Portugal [L.]	1 0 0	—		Fully paid.
60000	Montes Aureos (gold), Brazil [L.] [S.E.]	2 0 0	⅞	⅝ ⅞	Fully paid.
50000	Nova Scotia (land and gold) [L. £2]	1 0 0	—		Nov. 1862
10000	Otea (copper) New Zealand [L. £2]	0 15 0	—		Sept. 1864
15000	Pachuca Silver Mining Company, Mexico [L. £1]	1 0 0	—		June, 1863
6000	Peel River Land and Mineral [Limited]	100 0 0	—		Stock.
23000	Quebrada (copper), Venezuela [L. £10]	6 10 0	—	3 3¼	Sept. 1864
50000	Rossa Grande (gold), Brazil [L. £1] [S.E.]	0 5 0	—		April, 1864
10000	San Roque (lead), Spain	5 0 0	—		Fully paid.
60000	Santa Barbara (gold), Brazil [L. £1]	0 15 0	¾	⅝ ¾	Sept. 1864
120000	Scottish Australian Mining Company [L. £1]	0 17 6	—		Feb. 1864
15000	South Europe Mining Company, Spain [L. £5]	5 0 0	—		Fully paid.
12000	Teplitz Colliery Co., Bohemia [L. £5]	3 0 0	—		June, 1863
5000	Valgodemard Mining Company [L. £20]	10 0 0	—		Oct. 1864
60000	Vallanzasca (gold), Italy [L. £1] [S.E.]	0 10 0	2½	2⅛ 2⅜	Oct. 1864
45000	Victor Emanuel (copper), Italy [L.]	1 0 0	—		Fully paid.
20000	Washoe (gold) [10000 £5 paid, 10000 £3 paid]	—	—		
1000	Western Africa Malachite (copper) [L.]	110 0 0	—		Oct. 1862
12000	Wheal Ellen (copper), South Australia [L.]	5 0 0	—		Fully paid.
30000	Worthing (copper), South Australia [L.] [S.E.]	1 0 0	¾	⅝ ¾	Fully paid.
75000	Yorke Peninsula, South Australia [L. £1]	1 0 0	¾	⅛ ⅜	Fully paid.

PROGRESSIVE MINES.

Shares	Mines.	Paid.	Last Pr.	Bus. done.	Last Call.
700	Aberdovey (sil.-lead), Merio.	4 10 0	—		Nov. 1864
1000	Alt-y-Crib (lead) [L. £5]	4 12 6	—		July, 1864
6000	Bagtor (tin) [L.]	2 0 0	—		Fully paid.
4000	Bedford Cons. (cop.), Tavistk.	2 11 6	—		Feb. 1865
3200	Bedol Aur (lead), Holywell	0 14 0	—		Dec. 1864
500	Billins (lead)	30 0 0	—		Fully paid.
6000	Boscawen (tin), Kenwyn	2 15 0	—		Jan. 1865
5000	Bottle Hill (tin) Plympton	1 8 6	—		May, 1864
30000	Bromlow (ld.), Minsterley, Salop	1 0 0	—		Fully paid.
200	Brynford Hall (lead), Flint	30 0 0	—		Aug. 1863
500	Bryn Gwiog (lead), Flint	9 0 0	—		June, 1864
1832	Bryntail (lead), Llanidloes	8 15 6	—		Dec. 1864
915	Calvadnack (tin), Wendron	26 8 6	—		Jan. 1865
1000	Camborne Consols (copper)	18 10 0	—		Feb. 1864
4600	Camborne Vean & Wh. Francis	10 8 4	1¼	1 1¼	Oct. 1864
75000	Cambrian Consolid. (gd.) [L. £2]	1 0 0	—		Aug. 1862
8000	Cape Cornwall (cop.), [L. £2 10s.]	1 5 0	—		Dec. 1864
12000	Caradon & Phœnix Cons. [L. £1]	0 10 0	—		
914	Caradon Cons. (cop.), St. Cleer	29 6 6	—		Sept. 1864
10000	Caradon Vale (copper)	—	—		
6000	Carn Camborne (cop.), Cambn.	1 13 0	24s.	1⅛ 1¼	Jan. 1865
2048	Carnyorth (tin), St. Just	4 15 0	—		Dec. 1864
20000	Carysfort [3200 £2¼ pd., 16800 £1 pd.]		—		
10000	Castleward, Ireland [L.]	1 0 0	—		Fully paid
2500	Cefn Cilcen (ld.), Flint [L. £5]	2 10 0	—		Nov. 1864
800	Cefn Cwm Brwyno (lead)	4 0 0	—		Sept. 1864
2500	Central Minera (lead) [L. £5]	2 14 0	—	¼ ⅜	Jan. 1865
3000	Chiverton Moor (lead)	3 0 0	4	3⅛ 4	Oct. 1863
4000	Clara Unit., Ponterwyd [L. £3]	2 2 0	—		Jan. 1864
3072	Cleer's Hill (tin), St. Stephen's	0 1 4	⅜		July, 1864
5000	Cleveland (iron), [L. £20]	8 0 0	—		Jan. 1865
787	Clijah & Wentworth (tin, cp.)	33 10 0	—		Aug. 1864
3000	Clowance Wood (tin) [L. £5]	3 0 0	—		Oct. 1864
16000	Coolartra & Bond [L.] [5300 £1 pd., 10700 16s. pd.]				Feb. 1865
50000	Connorree (cop., sulph.) [L.]	1 0 0	25s.	22s.	Fully paid
6000	Cornish Clay and Tin [L.]	1 0 0	—		Fully paid.
12000	Cornubia (tin) [L. £3] [4000 30s. pd., 8000 15s. pd.]				
861	Crane (copper), Camborne	26 17 0	—	1 2	Feb. 1865
30000	Crenver and Wh. Abraham [L.]	3 0 0	—	2¼	Feb. 1865
12000	Crelake (cop.), Tavistock	2 13 0	—		April, 1864
2500	Crowan Consols (cop.), Crowan	5 0 0	—		Oct. 1864
8000	Crowan & Wendron (cop.) [L. £1]	0 2 6	—		
1428	Crowlwm (lead), Llanidloes	1 11 0	—		Dec. 1864
6000	Cuddra (cop., tin), St. Austell	4 5 0	—		July, 1864
10000	Cwmsymlog (sil.-ld.), [L. £5]	2 0 0	—		May, 1864
35000	Dale (lead), North Stafford	1 0 0	—		Fully paid.
1000	Darren (lead) [L.], Cardigan	7 4 0	—		Nov. 1864
672	Ding Dong (tin), Gulval	44 10 6	—		Dec. 1863
20000	Dolfrwynog (gold) [L. £1]	0 15 0	—		June, 1864
1000	Eaglebrook (lead) [L. £20]	17 19 0	—		Feb. 1865
1000	East Basset and Grylls (tin)	2 7 6	—		Aug. 1864
6000	E. Bottle Hill (tin), Plympton	0 4 6	—		Aug. 1864
50000	East Cambrian (gold) [L. £1]	0 15 0	—		Feb. 1864
6000	East Carn Brea (cop.) Redruth	3 15 0	6½	5¾ 6	Feb. 1863
2000	East Chiverton (lead)	2 18 0	—	⅛ 1	Nov. 1864
50000	E. Clogau (gold), Merio. [L. £1]	0 6 0	—		Mar. 1864
2048	E. Falmouth (s.-ld.), Kenwyn	5 0 6	—		April, 1864
6000	E. Grenville (cop.), Camborne	2 12 0	4⅜	3⅞ 4	Feb. 1865
6000	E. Gt. Work (tin), Breage [L. £5]	3 10 0	—		Oct. 1864
4000	E. Gunnislake & S. Bedfd. (cop.)	7 19 6	—		Sept. 1864
6145	East Jane (sil.-ld.), Cardinham	2 14 0	—		Dec. 1864
6000	East Laxey (lead) [L. £3]	2 0 0	2½	2 2¼	July, 1864
1024	E. Margaret (tin), Uny Lelant	22 10 0	—		Feb. 1865
8000	E. Polberro (tin) [L. £1] [4000 £1 pd. 4000 12s. 6d. pd.]				Nov. 1864
3986	E. Providence (tin), Uny Lel.	3 18 3	—		Dec. 1864
6000	East Snaefell (lead) [L. £3]	2 0 0	—	2 2¼	Nov. 1864
5610	East Seton (cop.), Camborne	0 10 0	⅜		Dec. 1863
256	East Tolgus (copper), Redruth	90 0 0	—		Nov. 1864
1024	E. Treskerby (cop.), Redruth	10 13 6	3	2⅛ 3	Dec. 1864
9600	East Wheal Abraham (copper)	0 5 0	—		Aug. 1864
1190	E. Wheal Agar (cop.), St. Cleer	12 17 0	—		Jan. 1865
1300	E. Wheal Ellen (cop.) St. Agnes	3 5 0	—		Dec. 1864
2048	East Wheal Grylls (tin, cop.)	2 15 0	—		Jan. 1865
4000	E. Wh. Russell, Tavis. [S.E.]	9 13 6	4⅜	4⅛ 4⅜	Dec. 1864
5000	East Wheal Vor (tin and cop.)	5 0 0	2		
4000	Erwfelin (lead), [L. £2]	1 0 0	—		
6144	Esther Und. (tin), Cardingham	0 3 10	—		Sept. 1864
6000	Furze Hill Wood Cons., Buckl.	1 5 6	—		April, 1864
1026	Garden, Morvah	5 7 9	—		Aug. 1864
4096	Garlidna Untd. (tin), Wendron	4 15 0	⅜	⅜	Jan. 1865
4000	Gawton (copper), Tavistock	2 11 6	—		Oct. 1864
6000	Gen. Min. Co. for Irel. (cop.)	4 0 0	—		
30000	Glasgow Caradon Con. (cp.) [L.]	1 0 0	—		Fully paid.
1024	Godolphin (cop., tin), Crowan	0 5 0	—		Oct. 1864
5700	Goginan (silver-lead)	12 10 0	—		April, 1864
2000	Golch Hill (lead), Flintshire	1 4 5	—		No call.
6144	Gonamena (copper), St. Cleer	4 13 0	2½	2 2½	Feb. 1865
2000	Goonzion (copper), St. Neot	1 17 6	—		Dec. 1864
3000	Gothic (silver-lead), Cardigan	1 0 0	2⅜		No call.
486	Gramb. & St. Aub. (cp.) [S.E.]	64 0 0	—		Jan. 1865
4100	Great Brigan (cop.), Redruth	6 14 0	—		Jan. 1865
4096	Great Caradon (cop.), St. Ive.	2 16 0	—	¾ 1	Dec. 1864
10000	Great Devon and Bedford [L.]	2 2 6	—		Jan. 1865
3000	Gt. East Lovell (tin), Helston	1 0 0	—		
5000	Great North Downs (copper)	4 3 0	—		Jan. 1865
12500	Gt. No. Laxey (I. of Man) [L. £1]	0 10 0	—	3 3¼	Feb. 1865
6000	Gt. Retallack (sil.-ld., blende)	2 6 6	—		April, 1864
6000	Great S. Chiverton (sil.-lead)	0 10 0	—		April, 1864
52000	Great Tregune Consols (cop.)	0 5 0	—		
3000	Great West Chiverton (lead)	1 0 0	—		June, 1864
3313	Great Wheal Baddern (tin)	7 17 6	—		June, 1864
6000	Gt. Wh. Busy (cop., tin), Ken.	13 19 6	—		Jan. 1865
3072	Gt. Wh. Grylls (tin, copper)	1 2 6	—		Jan. 1865
10000	Gt. Wh. Metal, Breage [L. £2]	1 0 0	—		
2500	Grit and Stapeley (lead), [L.]	10 0 0	—		July, 1864
4000	Grylls Wheal Florence (tin)	1 0 0	1¼	1 1¼	
6068	Gwydyr Park Con., Llanrwst	1 7 3	—		Feb. 1864
6000	Hallenbeagle (copper)	1 5 0	3¼	3 3¼	Nov. 1864
6400	Harwood (ld.), Durham [L. £1]	0 6 6	—		Sept. 1864
5000	Havan (ld.), Cardigan [L. £5]	4 5 0	—		July, 1864
7219	Hawkmoor (tin, cop.) Calstock	3 7 6	—		Dec. 1864
10000	Hazel Grove (sil.-ld.) [L. £1] Flint	0 7 6	—		
5000	Hendre (lead), Flint [L. £5]	3 10 0	—		Jan. 1865
6000	Hingston Down (cop.), [S.E.]	5 10 6	3¾	3¼ 3¾	Dec. 1863
6000	Illogan (tin and copper)	0 13 6	—		Jan. 1865
5000	Kelly Bray (ld.), Callington	5 2 6	—		June, 1864
6000	Keswick (lead), Portinscale	5 6 6	—		Mar. 1862
96	Kilmorey (lead)	25 5 0	—		Feb. 1864
6000	Lady Bertha (cop.) [S.E.]	3 5 0	⅝	⅜ ⅝	Jan. 1865
3000	Lanivet (tin), [L. £2]	2 0 0	—		Fully paid.
1019	Leeds & St. Aubyn (tin, cop).	17 6 4	—		Feb. 1862
963	Lelant Cons. (tin), Uny Lelant	35 0 0	—		Mar. 1863
4000	Llantwit Vardre (coal), [L. £5]	4 10 0	—		May, 1864
2000	Long Rake (lead), Flint	5 5 0	—	1¼ 1⅛	Feb. 1865
2000	Lower Park (ld.), Denbigh [L.]	3 11 0	—		Jan. 1864
6000	Maudlin (copper), Lostwithiel	4 4 0	9½	7½ 8	Dec. 1864
4480	Merllyn (lead), Flint	4 1 6	—		June, 1864
3000	Minera Western Boundary [L. £1]	0 2 6	—		Sept. 1863
3000	Mineral Bottom (lead)	3 0 0	6	5 5½	
5000	Molland (cop.), S. Moulton	2 9 6	—		Nov. 1862
1024	Nangiles (tin, copper), Kea	20 0 0	17	17 19	Jan. 1865
4000	Nanteos (lead) [L. £1]	0 10 0	—		Sept. 1864
512	Nant Minera (lead), [L. £20]	6 10 0	—		Jan. 1865
6400	Nant-y-Iago (ld.), Merioneth	3 17 6	—		May, 1863
6000	New Clifford [L. £4]	1 5 0	—	1½ 2	Dec. 1864
10000	New Concord (sil.-ld.) [L. £3]	1 0 0	—		
24000	New Cornish [12000 £1 paid, 12000 12s. paid]				Dec. 1864
6400	N. Crow Hill (ld.), St. Stephen	2 13 6	—		Nov. 1864
6000	New East Birch Tor (tin)	0 2 6	—		
6514	New E. Russell (cop.), Tavistk.	0 8 6	—		Nov. 1864
6400	Nether Hearth (lead), Dufton	0 18 6	—		Oct. 1863
400	New Hendra (tin, cop.), Breage	4 1 0	—		Nov. 1864
6400	New Pembroke (tin and cop.)	0 11 0	—		Jan. 1865
1024	New Rosewarne (cop.), Gwinear	2 10 0	—		Dec. 1864
6000	New S. Caradon (cop.), St. Cleer	0 16 6	—		Dec. 1863
5969	New Treleigh (cop.), Redruth	3 3 0	—		Mar. 1864
960	New Trevenen (tin), Wendron	7 14 0	—		Oct. 1864
470	Newtownards Min. Co., Down	50 0 0	—		
1024	New Wendron (tin), Wendron	7 10 0	3¼	2½ 3¼	Dec. 1864
1024	New Wh. Grylls (tin and cop.)	2 1 6	—		May, 1863
4096	New Wheal Lovell (tin)	2 5 6	—		Jan. 1865
15000	New Wheal Martha (cop.) [L.]	1 0 0	1¼	1 1¼	Fully paid.
400	New Wh. Seton (cop.), Camb.	40 15 0	—	35 40	Jan. 1865
6000	New Wh. Vor & Metal Utd. (tin)	0 2 6	—		May, 1864
1024	North Buller (cop.), Redruth	27 3 6	—		Dec. 1864
6000	North Chiverton (lead	1 0 0	2½	2 2¼	
16000	North Devon (sil.-ld.) [L. £1]	0 13 0	—		Oct. 1863
5000	N. Dolcoath (cop.), Camborne	3 4 6	—		Aug. 1864
6000	North Downs (cop.) Redruth	2 16 4	—	⅛ ¼	Nov. 1864
2500	North Frances (cop.)	14 2 6	—		Dec. 1864
1361	N. Grambler (cop.), Redruth	4 15 0	—		Feb. 1865
6000	N. Gt. Work, Breage [L. £3]	2 9 0	—		Aug. 1864
16000	N. Hallenbeagle [8000 £1 pd., 8000 8s. 6d. pd.]				July, 1863
6000	North Jane (tin, silver-lead)	2 9 6	1⅜	1⅛ 1¼	Aug. 1864
2000	N. Levant (tin, cop.), St. Just	9 3 0	—		Sept. 1864
20000	N. Minera (ld.) [15000 £1 pd., 5000 12s. 6d. pd.]				Aug. 1864
4000	N. Phœnix (cop.) Linkinghorne	4 4 0	—		May, 1864

Shares.	Mines.	Paid.	Last Pr.	Bus. done.
6400	No. Pool (tin & cop.), Illogan	1 15 8	—	3⅛
700	N. Roskear (cop.), Camborne	35 15 0	16	14 16
6144	North Rosewarne (copper)	1 0 0	—	
2000	No. Shepherd (lead), Newlyn	3 0 0	—	2¼ 3
6000	N. Wh. Basset (cop., tin) [S.E.]	4 8 0	—	⅛ ⅜
5610	North Wh. Crofty (cop.) [S.E.]	2 10 6	2	1⅛ 2
4000	North Wh. Metal (tin), Breage	0 5 0	—	
6144	N. Wh. Robert, Samp. Spiney	3 15 5	—	
12288	Okel Tor (cop.), Calstock	2 3 10	—	
8465	Pedn-an-drea (tin), Redruth	4 8 6	—	⅜ ½
5000	Pendeen Cons. (cop.), St. Just	4 11 6	—	2⅛ 3
5000	Penhalls (tin), St. Agnes	2 16 0	—	
512	Penhallow Moor (silver-lead)	7 0 0	—	
6000	Penrait (sil. ld.), Merion. [L.]	2 7 0	—	
6000	Polhigey Moor (tin), Wendron	1 18 0	—	
12800	Prince of Wales (tin), Calstock	0 6 0	5s.	
6000	Prosper Unl. (tin, cp.), St. Hilary	7 1 6	3½	3 3¼
10156	Redmoor (cop., tin), Callington	0 14 6	—	1s. 3s.
6000	Reinnie Laxey (lead), [L. £6]	4 0 0	—	4 4¼
512	Retanna Hill (tin), Wendron	2 17 6	—	
5000	Rhafna (lead), Carnarv. [L. £1]	0 11 0	—	
6000	Restriggian (iron), St. Wem	—	—	
6000	Roborough Down (cop.) [L. £3]	2 10 0	—	
3998	Rosewarne Consols (copper)	4 11 6	—	
3848	Rosewarne United (cp., tin)	3 16 11	1¾	1⅜ 1⅝
6000	Roskear (copper), Camborne	0 10 0	—	
700	Roskearnowth (cop.), Camborne	2 5 0	—	
2000	Scorrier Con. (tin, cp.), St. Agnes	4 13 6	—	
800	Segienlas, Montgomery [L. £8]	6 5 0	—	
20000	Snaefell (lead) Isle of Man [L.]	1 0 0	—	¾ 1
12500	Silver Moun. (lead) [L.]	2 0 0	—	
20000	Sil. Vein, St. Winnow [15000 £1 pd., 5000 5s. pd.]			
4096	Sithney Wheal Metal (tin)	3 10 0	2½	2⅜ 2⅝
12000	Sortridge Cons. (cop.) [S.E.]	1 3 6	—	
6000	S. Alfred Cons. (cop.), Phillack	0 12 6	—	
512	South Basset (cop.), Gwennap	18 10 8	—	
100	South Bryn Gwiog (lead)	7 0 0	—	
6000	So. Buller (copper), Gwennap	0 14 0	—	
4096	S. Caradon Wh. Hooper (cop.)	4 2 6	—	
5000	South Carn Brea (cop.)	7 19 0	—	
6138	S. Condurrow (tin, cp.), Camb.	2 19 0	1⅛	2 2¼
2283	Sou. Crenver (cop.), Crowan	12 9 0	—	
6000	South Darren (ld.) [L. £3½]	3 6 6	2⅛	2 2¼
6000	S. Dolcoath & Carnarthen Con.	2 13 0	—	
5000	S. Foxdale (ld.) I. of Man [L. £5]	3 0 0	—	
2000	South Gorland (cop.), St. Day	4 10 0	—	
2000	South Grylls (copper) [L. £10]	8 10 0	—	
1024	S. Herodsfoot (lead) Liskeard	6 2 6	—	
96	South Kilmorey (lead)	23 10 0	—	
2000	South Lovell (tin), Wendron	2 0 0	2¼	
4000	S. Minera (lead) [L. £5¼]	4 0 0	—	
96	South Pant-y-Gof (lead)	27 0 0	—	
5325	So. Phœnix (cop.) Linkin.	7 1 4	—	
937	So. Wh. Crofty (cop.), Illogan	21 1 4	12	11 12
5671	South Wheal Leisure (copper)	0 13 0	—	4⅜ 5
400	So. Wh. Seton (cop.), Camborne	55 13 0	6	
794	Spearne Cons. (tin), St. Just	6 12 0	—	
10000	St. Cuthbert Lead Smelt. [L.]	5 0 0	—	
40000	St. David's (gold) [L. £2 10s.]	1 5 0	—	
900	St. Ives Wheal Allen (tin)	15 0 0	—	
8000	St. Just Untd. (tin) [L. 2¼]	2 0 0	—	
6000	St. Just Consols (tin) [L. £1]	0 17 0	—	
640	Stamp Office (lead), Mold	1 0 0	—	
70000	Stiperstones (ld.), Salop [L. £10]	3 0 0	—	
920	Stray Park (cop., tin) [S.E.]	34 15 6	17	15 16
3500	Tin Hill (tin), St. Austell	0 17 0	—	
6000	Tolcarne (cop.), Camborne	2 2 0	—	
6000	Tolvadden (copper), Marazion	1 6 0	—	
6000	Torr Wood, (cop.), Bridestowe	—	—	⅜ ¼
5000	Treloweth (copper), St. Erth	7 18 8	—	
1024	Trencrom (tin), Uny Lelant	12 12 3	—	
501	Tresavean and Trethurrap	13 10 0	5	
3105	Tresellyn and Scaddick Cons.	1 12 6	—	
5600	Trevenen and Tremenheere	7 4 6	—	
4096	Treweatha (sil.-ld.), Menhen.	5 17 0	—	
2048	Treworlis (tin), Wendron	6 15 1	—	
2500	Trimley Hall [1250 £1 pd., 1250 17s. 6d. paid]			
4000	Trumpet Unit. (tin), Wendron	1 9 6	—	
6400	Tyne Head (tin & cop. [L. £1]	0 17 0	—	
20000	Vale of Towy (lead), Carmar.	0 16 6	—	
10000	Walkham & Poldice (tin) [L.]	1 0 0	—	
4000	Wentnor [L. £2¼] (lead)	2 4 6	—	
3000	Wentworth Consols (lead)	3 0 0	8½	8 8½
60000	Welsh Gold, Dolgelly [L.]	1 0 0	—	
20000	West Beam (tin) [L.]	1 0 0	—	
40000	West Clogau (gold), Merioneth	1 0 0	—	
1000	West Cwm Erfin (lead) [L]	2 0 0	—	
1218	W. Condurrow (tin, cop.), Cam.	9 8 11	—	
3500	W. Great Work (tin), Germoe	2 4 9	—	
6000	W. Grylls (tin), Perranuthnoe	0 4 0	—	1 1¼
12000	W. Maria & Fortescue, Lamerton	1 0 0	—	
500	West Nanty (lead) [L.]	10 0 0	—	
19000	West Par Con. (cp.) St. Blazey	2 17 0	—	
1000	W. Rose Down (cop.), Caradon	13 7 6	—	
256	West Sharp Tor (cp.) Rillaton	164 0 0	—	
1056	West Stray Park (cop.), Camb.	10 6 6	—	
512	West Tolgus (cop.), Redruth	42 0 0	62	60 62½
5481	West Trevelyan (tin, copper)	4 3 10	—	
512	West Wh. Frances (cop.), Illo.	94 5 0	19	
9017	West Wheal Jane (tin, &c.)	3 19 6	—	
5000	West Wh. Kitty (tin), St. Agnes	0 7 0	—	
10000	W. Wh. Martha (cp. & sil.) [L. £2]	1 5 0	—	
4096	West Wheal Vor (tin), Helston	1 10 0	—	
6000	Wheal Agar (copper), Illogan	5 18 0	1½	1¼ 1½
3000	Wheal Albert (copper)	1 5 0	—	
5790	Wh. Arthur (cop.), Calstock	4 15 6	—	
256	Wheal Buller, Redruth [S.E.]	30 0 0	—	
6000	Wh. Caradon (cop.), St. Ives	2 7 6	—	
1000	Wheal Curtis (cop.), Crowan	9 18 4	—	
6000	Wheal Crebor (cop.), Tavistock	1 15 6	2	37s. 39s.
6000	Wheal Crofty (cop.), Illogan	1 9 6	—	
6144	Wh. Damsel (cp., tin), Gwennap	2 15 0	—	
4096	Wh. Edward (cop.), Calstock	8 14 6	—	
1024	Wheal Emily Henrietta (cop.)	13 5 0	—	
4000	Wh. Emma (cp) Buckfastleigh	3 10 0	—	⅛ ¾
1024	Wh. Exmouth (ld.), Chrisow	—	—	
2000	Wheal Falmouth & Sperries	7 0 0	—	
6000	Wh. Grenville (copper) [S.E.]	8 14 0	3	2⅝ 2⅞
1024	Wh. Grylls (tin), Perranuth.	7 4 0	—	
5120	Wh. Harriett (cop.), Camborne	4 14 6	—	
6000	Wheal Hartley (cop.), Gwinear	1 2 6	—	
3648	Wheal Hearle (tin), St. Just	3 5 0	—	
4096	Wheal Hope (sil.-ld.), Perran	2 3 9	—	
6000	Wheal Ida (sil.-lead), St. Ive.	0 12 0	—	⅛ ⅜
4800	Wh. Ludcott and Wrey (lead)	8 18 8	—	
968	Wheal Margery (tin, copper)	20 6 10	—	
1000	Wh. Mary Hutchings (Plymp.)	0 14 0	—	
6000	Wh. Norris (tin, cp.), St. Cleer	3 17 7	—	
1024	Wheal Par (tin), St. Blazey	7 16 0	—	
6000	Wh. Pollard (cop.), St. Neot's	3 8 6	—	
1024	Wheal Polmear (copper)	4 13 9	—	
970	Wh. Prosper (cp., tin), Breage	14 18 10	—	
25000	Wh. Prudence St. Ag. [L. £1]	1 0 0	—	
240	Wh. Reeth (tin), Uny Lelant	96 10 0	—	
2000	Wheal Rose (copper), Scorrier	—	30	28 29
1500	Wheal Sarah (tin), Lanivet	0 13 8	—	
4096	Wheal Sidney (tin), Plympton	5 3 1	—	
2048	Wh. Sithney & Carnmeal Uni.	13 16 6	—	
6000	Wheal Sparnon (copper)	0 18 0	—	
1920	Wh. Trannack (cop.), Sithney	1 10 9	—	
1200	Wh. Trevenna (tin, cop.) [L. £10]	5 0 0	—	
6000	Wheal Union (cop.), Redruth	4 14 6	⅜	
6000	Wh. Unity (cop., tin), Gwinear	5 4 0	4s.	9s. 11s.
4096	Wh. Uny (tin, cop.), Redruth	9 17 0	2¼	2⅛ 2¼
4500	Wheal Vlow (tin)	1 5 0	—	
1024	Wh. Vyvyan (cop.), Constantine	9 15 0	—	
994	Worvas Downs (tin), Lelant	7 7 0	—	
3097	Yarner (copper), Devon	3 18 6	—	

MISCELLANEOUS.

Shares	Company	Paid	Last Pr.	Bus. done
20000	Anglo-Mexican Mint	10 0 0	18	16¼ 17¼
40000	Brit. & For. Min. Finan. [L. £25]	2 10 0	—	
20000	City Offices [L. £50]	7 10 0	5¾	5¼ 5¾
10000	Discount Corporatn. [L. £100]	20 0 0	—	16 17
80000	Ebbw Vale Iron Co. [L. £50]	10 0 0	9	8½ 9
10000	Gellivara Iron [L. £50]	10 0 0	2	1 2
250000	Gen. Cred. & Fin. Lond. [L. £20]	4 0 0	6⅝	6⅛ 6¼
20000	General Steam Navigation	14 0 0	27	25 27
20000	Humber Ironworks [L. £50]	8 0 0	4	2 4
100000	Imperial Mercan. Cred. [L. £50]	5 0 0	7½	6⅞ 7½
150000	Inter. Financial Soc. [L. £20]	5 0 0	6⅝	6¼ 6¾
80000	Joint-Stock Discount [L. £25]	10 0 0	9	8¾ 8¾
40000	Millwall Ironworks	5 0 0	4½	4½ 5
10000	National Financial [L. £50]	5 0 0	6	6 7
12000	Nerbudda [L. £20] [6000 £5 pd., 6000 £2 pd.]			
30000	Nova Scotia Gold & Land [L.]	2 0 0	—	
40000	Smith, Knight, & Co. [L. £50]	5 0 0	3½	2½ 3½

*** Those mines with [S.E.] appended have been admitted on the Stock Exchange. Those mines with [L.] appended have been incorporated [illegible] Limited Liability.

*** Our object being to make the Share List correct, we earnestly call upon all who have the power, to aid us, by forwarding any alterations [illegible] tion which may, from time to time, come under their notice. To shareholders, as well as those officially connected with the mines, we [illegible] information. Reports from mines—in fact, mining intelligence of every description, forwarded to our office, will meet ready attention.

London: Printed by Richard Middleton, and published by Henry English (the proprietors), at their office, No. 26, Fleet Street, E.C., where [illegible] munications are requested to be addressed.—February 25, 1865.